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Porsche's Tesla



Honda's Ariel Atom



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Official fuel consumption figures for the Q7 range in mpg (l/100km) from: Urban 42.2 (6.7) - 44.8 (6.3), Extra Urban and may not reflect real driving results. Range of figures stated reflect optional downgrade from the standard 19" alloy wheel to 18" wheel. Other optional wheels may also affect emissions and fuel





**Audi**  
Vorsprung durch Technik



47.1 (6.0) - 53.3 (5.3), Combined 45.6 (6.2) - 49.6 (5.7), CO<sub>2</sub> emissions 163 - 148g/km. Standard EU test figures for comparative purposes consumption figures. Image shown features optional alloy wheels. Car used for illustrative purposes only. The 325kg weight reduction refers to the 5 seat Audi Q7, 240kg reduction on the 7 seat Audi Q7.





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Official Fuel Economy Figures for the new MINI Clubman Range: Urban 35.3-60.1 mpg (8-4.7 l/100km). Extra Urban 52.3-76.3 mpg (5.4-3.7 l/100km). Combined 44.8-68.9 mpg (6.3-4.1 l/100km). CO<sub>2</sub> Emissions 147-109 g/km. Figures may vary depending on driving style and conditions.



# 36

COVER  
STORY

From McDonald's to the mountains, Andrew Frankel spends 24 varied hours in a Lamborghini Aventador SV



# THIS WEEK

## NEWS

- Audi Q6 e-tron quattro** All-electric SUV is go **10**
- Jaguar F-Pace** Jag admits Macan is its target **12**
- Ford Focus RS** Launch control for mega-hatch **13**
- Porsche Mission E** Pure electric car confirmed **14**
- Nissan Gripz** Concept hints at future Z model **17**
- Maserati Levante** Spring reveal for new SUV **18**
- Renault Mégane RS** Green light for hot hatch **21**
- Skoda SUVs** Car maker plots four new models **24**

## TESTED

- Vauxhall Astra SRI Nav 1.4 Turbo** Real appeal **28**
- Renault Kadjar 1.6 dCi Signature Nav** Top SUV **32**
- Mercedes-AMG G63 Edition 463** Power hike **35**
- Porsche Cayman GT4** **ROAD TEST** **50**

## FEATURES

- Lamborghini Aventador SV** 24 hours with a bull **36**
- Car crime** Tracking a stolen car to Africa **44**
- Nic Hamilton** Lewis's brother speaks out **48**

## OUR CARS

- McLaren 650S Spider** Supercar says hello **60**
- Land Rover Defender** A trip to the Algarve **63**
- Skoda Fabia** Urban credentials scrutinised **65**

## EVERY WEEK

- Matt Prior** Why time waits for no Lotus Carlton **25**
- Steve Cropley** 19th Frankfurt and counting **27**
- Your views** The answer to confusing car names **58**
- Subscribe** Free Soundmagic headphones **64**
- Rear view mirror** The dawn of the MOT test **90**

## DEALS

- James Ruppert** Perils of random pricing **66**
- Used buying guide** Readers' shrewd buys **68**
- New cars A-Z** All the latest models rated **70**
- Road test results** Autocar's data archive **83**
- Classifieds** Cars, number plates, services **85**



22

Hilton Holloway's Frankfurt show diary



35

Mercedes-AMG G63 Edition 463 driven



**'If you want to practise your clutchless downshifts, there is no better car'**

Matt Prior, p50



**44** Tracking a stolen Lexus to Uganda



**60** McLaren 650S joins our fleet



48

Nic Hamilton on battling his way to the BTCC grid



**Why now's a good time to buy a Fiat 500**



Infiniti Q50

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Official fuel economy figures for the Infiniti Q50 range in mpg (l/100 km): urban 29.4 to 50.4 (5.6 to 9.6), extra urban 53.3 to 76.3 (3.7 to 5.3), combined 41.5 to 64.2 (4.4 to 6.8). CO<sub>2</sub> emission: 159 to 114 g/km. Official EU Test Figures. For comparison purposes only. Real world figures may differ.



Focus Ford RS will go on sale for £10k less than Merc A45 AMG



## Bullish Ford leads show's fighting talk

**THE FORD FOCUS RS** wasn't new at the Frankfurt motor show, but its maker's drip-feeding of performance figures ensured it made the headlines.

As you can read on p13, the forthcoming RS hatch is bristling with go-faster tech, but the most head-turning number of all is its price: £28,940.

No wonder Jürgen Gagstatter, chief engineer on the Focus RS, reckoned keen drivers "will question the sense in spending almost £10,000 more on a premium competitor". That's a slap across the jowls of the likes of Mercedes-Benz and Audi and their mega-hatches.

Ford wasn't the only manufacturer making bullish claims at Frankfurt. Jaguar made no secret of the fact that its F-Pace is taking aim at Porsche's Macan, Audi and Porsche unveiled Tesla-rivalling electric vehicles and Bentley muscled in on high-end Range Rover territory with the Bentayga.

It's unusual for manufacturers to reference their rivals so explicitly – an indication, perhaps, of what a dogfight each market segment is becoming.



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Established 1895

## AUTOCAR

**AUTOCAR.CO.UK**  
**THIS WEEK'S TOP FIVE**

VIDEO

**Renault Kwid**

Autocar India tests this budget hatch



DRIVE

**BMW X1**

We drive the new version of BMW's compact SUV



GALLERY

**Bloodhound SSC**

Up close and personal with 1000mph contender



NEWS

**Tesla Model X**

First details of Tesla's all-electric SUV



BLOG

**Darren Moss**

Can Bloodhound SSC achieve 1000mph?



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Fuel consumption in MPG (l/100km) for All-New Tucson range: Urban 28.2 (10.0) – 52.3 (5.4), Extra Urban 43.5 a guide for comparative purposes and may not reflect all driving results. Model shown: All-New Tucson Premium SE 2.0 CRDi with solid paint. 5 Year Unlimited Mileage Warranty terms and exclusions apply. Visit [www.hyundai.co.uk/owning](http://www.hyundai.co.uk/owning) or ask your local dealer.





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(6.5) – 67.3 (4.2), Combined 37.2 (7.6) – 61.7 (4.6), CO<sub>2</sub> Emissions 177 – 119g/km. These official EU test figures are to be used as 136PS Blue Drive manual at £28,930 OTR including White Sand metallic paint at £585. \*On the road price of £18,695 applies to All-New Tucson S 1.6 GDI 132PS Blue Drive manual



# THIS WEEK

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Rings of OLED lights are set to be used to denote a plug-in Audi



## Audi paves way for Q6

■ All-electric Q6 e-tron quattro to outsprint SQ5 ■ 0-62mph in 4.6sec ■ Range exceeds 311

The production version of Audi's all-electric e-tron quattro will go on sale in 2018 at a price of around £60,000, Autocar has learned.

The car has been revealed in concept form at the Frankfurt motor show, but Audi has already confirmed that it will be offered for sale, badged as the Q6 e-tron quattro.

Ulrich Hackenberg, Audi's head of research and development, said: "It's a concept car but it's very close to the production car."

Luca de Meo, Audi's sales and marketing boss, told Autocar the electric model will "cost about the same

as a well-specced Audi A6", suggesting it will appear at a price point of at least £60k.

It uses an in-house-developed electric drive system with three motors – one mounted up front sending drive to the front wheels and the remaining two sited at the back acting on the rear wheels.

Nominal power is put at 429bhp. However, a boosting function is available in the sportier of the two drive modes to temporarily raise the maximum output to 496bhp. Peak torque is 590lb ft.

The power is sent to all four wheels via a drive management system. An

electronic torque-vectoring function also apportions power between the individual rear wheels, according to the levels of grip available.

The car is claimed to have a 0-62mph time of just 4.6sec, which is quicker than the SQ5. Top speed is limited to 131mph in the interests of preserving battery charge.

Energy to run the electric motors is drawn from a large liquid-cooled 95kWh battery, which is bolted to the floor below the passenger compartment. This positioning is aimed at giving the new SUV the lowest possible centre of gravity while achieving a

52% front/48% rear weight distribution. Hinting at the lithium ion battery pack's modular nature, Audi says it is suitable for other future electric models.

On a full charge, the battery is claimed to provide the e-tron quattro concept with a range of more than 311 miles. According to Audi, early testing suggests

a combined AC/DC charging system operating at 150kW can give a range of up to 249 miles in about 30 minutes. It can also be charged wirelessly by parking over a plate on the ground.

Stretching to 4880mm in length, 1930mm in width and 1540mm in height, the e-tron quattro is 250mm longer, 30mm wider and 115mm

**Active body elements deploy above 50mph for more efficient airflow**





# e-tron

miles ■ Boost function gives 496bhp

lower than the Q5. Despite the generous dimensions, the drag coefficient is significantly better than that of any of Audi's current SUV models, at 0.25.

In a preview of the aerodynamic measures being pursued for the production version of the new Audi, active body elements deploy above 50mph in order to provide more efficient airflow and added cooling potential at the front. The side sills extend in length by 50mm to smooth the flow of air past the rear wheels, while a spoiler atop the tailgate extends by 100mm to elongate the roof line. The diffuser extends to speed the

airflow rate at the rear and flat panelling with a special finish resembling shark skin is used underneath.

The ultra-efficient aerodynamics of the e-tron quattro are the result of an in-house design competition. Audi exterior designer Andreas Mindt said: "We had an internal competition to develop the aerodynamics, with four teams developing quarter-scale prototypes in the wind tunnel."

The rings of OLED lights at the corners of the e-tron quattro concept will become shorthand to signify a plug-in vehicle in Audi's range.

**GREG KABLE**



At speed, the roof spoiler and diffuser both extend to improve airflow efficiency; the car's Cd is 0.25



It's longer, wider and lower than the Q5; sills lengthen at speed to smooth airflow over the rear wheels

## New S4 saloon gets lightweight 349bhp turbo engine



AUDI UNVEILED ITS next-generation S4 at the Frankfurt show. The saloon arrives with a new lightweight 3.0-litre turbo petrol engine, which produces more power and torque and has better economy and lower emissions than the old car.

The latest S4 gets a new single-framed grille, 18in alloy wheels and revised front bumpers with more prominent air inlets.

The rear bumpers have been restyled, with four tailpipes underneath. The mirror housings keep their traditional chrome look.

Drive is delivered through Audi's quattro all-wheel drive set-up. A self-locking differential sends 60% of power to the rear axle and 40% to the front in normal conditions. The diff can direct up to 70% of power to the front and up to 85% to the rear as required.

The 3.0 TFSI engine has 349bhp and 369lb ft, which helps the S4 get from zero to 62mph in 4.7sec – 0.3sec quicker than the previous model. Economy is quoted as 38mpg and CO<sub>2</sub> emissions are 170g/km.

The S4 features newly developed five-link suspension and Audi's Drive Select handling system comes as standard. The car goes on sale next year, priced around £40,000.





# F-Pace targets 'fantastic' Macan

Jaguar believes its all-new F-Pace has the measure of Porsche's standard-setting SUV

F-Pace is more agile and practical than the Macan, says Jaguar

Jaguar paid close attention to Porsche's Macan when developing its new F-Pace SUV, senior company officials have revealed.

Speaking to Autocar at the Frankfurt motor show, vehicle line director Kevin Stride said Jaguar owned several different Macans and all at the company thought it "a fantastic car". Stride believes the F-Pace is at least a match for the Macan on dynamic ability, but the F-Pace is the better overall proposition

because of its extra space, practicality and value.

"We mention the Macan as we think it's great," he said. "As an engineer, you can be objective as well as emotional on these things. Dynamically, it raised the bar. We like it, and it's where we'd like to be, so it's a good reference point. The Macan encouraged us. We knew what we could deliver for a Jaguar, but what the Macan did was make us focus even more on how we deliver."

Jaguar referenced the fact that the lateral stiffness of the F-Pace's front suspension is 50% stiffer than the Macan's, the compliance 33% greater and the rear suspension's lateral stiffness 35% greater. The F-Pace is also much quieter at cruising speeds than the Macan, according to Jaguar.

Stride said the F-Pace was chosen to sit in the mid-size SUV segment alongside the likes of the Macan and BMW X3 because it would appeal to a

much broader customer base there. A seven-seat version is not in the current plans.

"The size is the best combination of agility and practicality," he said. "If we went larger first, it would not be the easiest thing to make as sporty or agile. We have the best-in-class space. That takes away any reason not to buy the car. [If it didn't have the space] you could love it emotionally but not buy it rationally."

Neither Stride nor any other

Jaguar official would be drawn on plans to expand the F-Pace to a family of SUVs, but he did confirm that the aluminium architecture underpinning the F-Pace and XE and XF saloons was versatile enough to fit a range of different types of car and bodystyles. He also noted the success of coupé-like SUVs such as the BMW X4 and X6.

"We can respond to all sorts of niches, but it's not a priority," he said.

**MARK TISSHAW**

## Bugatti concept points to new look for 2017 Chiron



Concept shows Bugatti's design approach for its post-Veyron era

BUGATTI HAS REVEALED full details of its concept car for the Vision Gran Turismo video game and it previews some styling elements of its next road car, the Veyron replacement currently dubbed Chiron, which is due in 2017.

The four-wheel-drive racing car concept is powered by a W16 engine and features Bugatti's traditional horseshoe emblem on the front grille, which is flanked by specially developed 'eight-eye' headlights. The lights also serve an aerodynamic

function, acting as air intakes to cool the brakes.

Bugatti says the concept presents "the new form and design language developed by the brand to celebrate the next chapter in its history following the end of the Veyron era".

Production of the Veyron recently came to an end with the La Finale special edition, unveiled at the Geneva motor show last March.

Speaking about the concept, Bugatti design boss Achim Anscheidt said: "The progressive design

gives an impressive demonstration of the path to be taken by Bugatti over the next few years."

Bugatti's engineers calculate that the concept could potentially attain speeds of more than 250mph on four sections of the Le Mans track.

Earlier this year, the Chiron was spotted in disguised prototype form at Los Angeles airport. Power for it is expected to come from a heavily revised version of the Veyron's 8.0-litre W16 engine, making as much as 1479bhp.

### THUNDER POWER EV

Taiwanese manufacturer Thunder Power has unveiled a 430bhp electric saloon with a claimed range of 373 miles. It features a TFT display that stretches across the entire dashboard and could go on sale in Europe in 2017 from £40,000.



### ARTEGA SCALA

Artega has relaunched with two new models, the Scalo and Karo. The Scalo is a two-seat electric sports car. Two motors make 402bhp and 575lb ft for a claimed 0-60mph of 3.6sec. The Karo is a recreational vehicle similar to a quad bike.





New 4WD Focus is the fastest-accelerating Ford RS model yet



## Focus RS gets launch control and 0-62mph in 4.7sec

FORD HAS REVEALED vital statistics for its new, third-generation Focus RS. It covers 0-62mph in 4.7sec, has a top speed of 165mph and is priced from £28,940 in the UK.

The 2.3-litre four-pot Ecoboost engine puts out 345bhp at 5900rpm, with maximum torque of 324lb ft delivered between 2000rpm and 4500rpm. An overboost function delivers up to 346lb ft for up to 15sec.

The Focus RS's 0-62mph

time makes it the fastest-accelerating RS model yet. The accelerative prowess of the all-wheel-drive hatchback is aided by a launch control system, the fitment of which is a first for a Ford RS model.

The driver selects launch control from the cluster menu, engages first gear, applies full throttle and releases the clutch. The system then delivers optimum drive – including distributing torque through the all-wheel

drive system, maintaining maximum torque using the turbo overboost function, managing the traction control and setting the dampers.

To achieve maximum acceleration through the gears, a performance shift light in the instrument cluster alerts the driver when approaching the optimum upshift point of 5900rpm and it flashes if the engine hits its limit of 6800rpm.

The Focus RS offers four

different drive modes which configure the all-wheel drive system, damper controls, electronic stability control, steering and engine responses and exhaust sound. Normal, Sport and Track settings are available, alongside the special Drift mode.

"The all-new Focus RS delivers stunning performance and innovative technology at a price that will make both our customers and premium auto makers look twice,"

said Jürgen Gagstatter, chief programme engineer for the Focus RS. "After experiencing the acceleration and cornering capability of the Focus RS, drivers will question the sense in spending almost £10,000 more on a premium competitor."

The Focus RS is now available to order. Deliveries of the high-performance hatchback will start in Europe early next year.

**MATT BURT**

## Hyundai N division targets 'affordable performance'



Hyundai will use its WRC experience to make track-capable N-cars

CARS DEVELOPED FOR Hyundai's new performance N division will be "track-day-capable", according to Albert Biermann, head of the firm's vehicle testing and high-performance development.

Biermann said the cars he and his team were developing would benefit from significant engineering improvements, such as better engine and brake cooling and much greater durability for suspension components.

"We want these N cars to be affordable high-performance,"

he revealed. "It will be the wild end of the brand. We will develop a handful of models over the next five years."

Biermann said the N division models would be subjected to as much as 10,000km of testing at the Nürburgring circuit.

"We do this primarily for the purposes of durability testing," he said. "If we look at a rubber suspension bush, we might have a target life of 10 years, which could be 50% longer than rivals."

Biermann also spoke about the new GT sub-brand that is

being introduced by sister firm Kia. "For Europe, the base Kia cars are designed to be young and sporting and offer a good level of NVH [noise, vibration and harshness] and comfort," he said.

"But with the GT line we also want to add more emotion to the driving experience. We want the driving experience to be precise and responsive, so that you enjoy corners. We want to make sure that everything about the car is well-matched: the steering, the feel of the brakes and the clutch."

### SEAT IBIZA CUPRA

Seat's facelifted Ibiza Cupra has been revealed with a new 1.8-litre turbocharged petrol engine. It develops 189bhp and 236lb ft and enables 0-62mph in 6.7sec. Interior upgrades include a new steering wheel and infotainment system.



### BORGWARD BX7

The Borgward BX7, an Audi Q5-sized SUV, has been unveiled at Frankfurt. It is the first car from the reborn vehicle maker in half a century. Sales of the BX7 are due to begin in China early next year, with European sales coming later.





Mission E sets the template for the new electric Porsche



# Porsche sets out EV targets

Pure-electric Mission E saloon will be smaller than a Panamera and accelerate like a 911 Turbo

The production version of the 600bhp Mission E will occupy a regular slot in Porsche's line-up because the company believes electric cars will have become well accepted by the time it goes on sale, in around 2019/20.

Project chief Stefan Weckbach said: "The question is whether there will just be battery car enthusiasts in four or five years' time, or will there just be people who want a nice-performing car?"

The product planning

case for the 4.8-metre-long Mission E is based around the assumption that electric cars will be mainstream models, which explains why the Mission E is sized to sit below the Cayenne and Panamera.

"We don't want to substitute our Panamera or SUVs, so we have targeted a smaller segment," said Weckbach.

Because of that and its electric-only make-up, the car is being designed from the ground up. Only minor modules will be shared with the

new Volkswagen Group MSB platform, which Porsche is developing for the next-gen Panamera and Bentley Continental range. The battery will be co-developed with Audi's e-tron quattro, which also appeared at Frankfurt.

"That's why we are looking at 2019/2020 for series production," said Weckbach. "It needs some time to develop components for everyday usability."

The body structure will be an 'intelligent multi-material mix'

of mainly steel and aluminium, with carbon composites where needed, as with the new 911. Unlike BMW, which has invested heavily in a carbonfibre factory for the i3 and i8, Porsche is convinced of the benefits of steel and aluminium.

"If we thought a full carbonfibre structure was the solution, then we would do it," said Weckbach. "But we didn't come to that conclusion." As a result, production numbers of around 20,000 a year are under consideration.

Weckbach said the new body structure will not be capable of accepting a conventional combustion engine powertrain, so the Mission E will have to be an economic success as a battery-powered car only.

To ensure its appeal with Porsche's typical customers, the production Mission E has ambitious performance targets in the same territory as the 911 Turbo, with a sub-3.5sec 0-62mph time. It will also match the Tesla Model S P85D.

**JULIAN RENDELL**

## Merc readies 'revolutionary' all-wheel-drive E63

**SPY SHOT**  
MERCEDES-AMG E63



MERCEDES-BENZ IS preparing the most radical E-Class AMG in its history. According to AMG boss Tobias Moers, it is "not an evolution like we have done before, but a revolution – easily the biggest step we have ever taken with an E-Class".

The changes are said to come in every area, with improvements to ride, refinement, fuel economy and emissions as well as additional performance and handling dynamism.

More significant still, the new car will be four-wheel drive only. However, in an effort to allay the fears of buyers concerned that the E63 AMG might lose some of its driver appeal, Moers said: "We have made sure it will still do skids, drifts and all the stupid stuff we love."

Key to this is a brand-new rear axle design, first seen on the C63 AMG Coupé unveiled at Frankfurt. Set to go on sale early next year for around £27,500, it has been created to mark the 40th anniversary of the Golf GTI's introduction.

significant power increase of its life, from the 503bhp seen in the GT S and C63 S to more than 600bhp. However, despite the additional four-wheel-drive hardware, the target is for the new E63 to weigh no more than the 1870kg of the current car.

With four-wheel drive to aid traction, impressive acceleration figures seem likely. In the US, where the existing E63 AMG is sold with four-wheel drive as standard, 0-62mph takes 3.5sec.

### SSANGYONG KORANDO

Ssangyong's Korando SUV will get a new-spec 2.2-litre diesel engine next month. Power is up by 19% to 176bhp and torque is now 295lb ft (up 11%) but CO<sub>2</sub> output has improved by 8%. The new diesel is the only engine offered in the UK.



### VW GOLF GTI CLUBSPORT

The most powerful production Volkswagen Golf GTI yet, the Clubsport, has made its public debut at Frankfurt. Set to go on sale early next year for around £27,500, it has been created to mark the 40th anniversary of the Golf GTI's introduction.





The 405kg Honda Project 2&4 uses a V4 MotoGP engine

FRANKFURT MOTOR SHOW



## 'Reactions' key to production version of Project 2&4

THE DESIGNER OF the Honda Project 2&4 hopes the firm will have the confidence to put the model into production and has said it is technically feasible.

Martin Petersson, who works as a designer at Honda's



motorcycle division in Japan, said: "Crazy ideas sometimes reach this level [concept car], and occasionally they go to the next step. I think this one needs to."

He added: "Honda offers something unique. They really do have some cool things. They'll let this sink in, then look at how to push on."

Petersson said he had designed the 2&4 – a 405kg machine powered by a road-going version of Honda's V4 MotoGP engine – with current

safety legislation in mind.

"It's tricky, but we've made sure there is space to build in the required safety features," said Petersson. "We should make it. I wish we could. It's not too crazy to do. There are lots of bike parts, such as the suspension and brakes. The pedals are from a car. To make a central backbone frame like this is not too complicated, it's the same as on a bike but scaled up."

"We'll take it step by step, day by day. It depends

on what's written, and the reactions to it. There are always possibilities. We've done crazy stuff in the past. If you don't believe in it, I may as well give up and go home."

Petersson has been a designer at Honda for the past six years. Previously, he was at KTM, where he worked on the X-Bow.

Petersson also revealed more of the spec of the car and the theory behind it, although he didn't disclose performance figures. The 2&4 is built

around an aluminium hybrid motorcycle-style central backbone, with carbonfibre used for the floor, seat and bodywork. The aluminium wishbone suspension is from a bike, as are the brakes.

On the driving experience, he said: "It will have the familiarity of a car, but experience-wise it will feel pretty damn wild. You don't need a crazy-spec bike to have that kind of experience and that's what we're aiming for."

**MARK TISSHAW**

## Crewe plots sports-focused 200mph Bentayga



BENTLEY IS PLANNING to launch a 200mph sports version of the new Bentayga SUV in a couple of years' time.

The Bentayga, powered by a new 600bhp W12 engine, is rated at 187mph, but Bentley sources have previously said 200mph was a marketing target for the luxury 4x4.

"We will have it [200mph] on a coming model – a sports model," a senior source revealed at Frankfurt.

The factor limiting on the Bentayga has been tyre design, but 200mph-capable rubber

is in development. "We hope to have those tyres signed off soon," said the source.

Sustained running at 200mph causes a significant build-up of heat in the tyre and that can lead to tread blocks failing or, in extreme circumstances, the entire tread delaminating from the carcass.

Given that the Bentayga's tyres also have to provide off-road grip through a softer compound and more open tyre tread pattern, this is a tricky technical challenge.

There's no word yet on

whether the Bentayga sports variant – probably badged Speed – will have a higher power output, but it is likely to be needed to add the extra 13mph.

Today's Continental GT Speed has 626bhp, compared with 567bhp in the GT. Informed guesswork suggests a Bentayga Speed might have in excess of 660bhp.

Bentley's other W12 models – all in the Continental family – have 200mph-plus top speeds, a feature that marks Bentley out from other high-performance competitors.

### ASTON MARTIN DB11

Aston Martin has confirmed that its next model will be called the DB11. "The coming years will see Aston Martin transform not only its entire range of models but also its scale and global presence," said company boss Andy Palmer.

DB11

### LAND ROVER PEDAL CAR

Land Rover is making a pedal car version of the Defender. It will go on sale next year at a price of around £10,000. Hand-built in the UK, the pedal car is styled to commemorate the first-ever pre-production Land Rover, known as 'Huey'.





# NEW PEUGEOT 208 RE-ENERGISED



**New Peugeot 208 Allure with introductory offer:\***  
Active City Brake | Satellite Navigation | Reversing Camera



**PEUGEOT RECOMMENDS TOTAL** Official Fuel Consumption in MPG (l/100km) and CO<sub>2</sub> emissions (g/km) for the New 208 Range are: Urban 40.4 – 78.5 (7.0 – 3.6), Extra Urban 61.4 – 104.6 (4.6 – 2.7), Combined 52.3 – 94.2 (5.4 – 3.0) and CO<sub>2</sub> 125 – 79 (g/km).

MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions. Image shown for illustration purposes only. Model shown is a 208 Hatchback 1.2 PureTech 82 5 door Allure with 16" Titane Gloss Black Alloys, with metallic paint, Cielo Panoramic Glass Roof and Mental White exterior personalisation pack at £15,940. \*This offer is applicable to retail sales only and not on fleet or business purchases. This offer is in addition to any other consumer offers available at the current time on New 208 Allure models and is available on orders placed 1st June – 31st October 2015. No cash alternative is available. Contact your local Peugeot Dealer to redeem this offer. Prices and information correct at time of going to press. Visit peugeot.co.uk for full terms and conditions. Peugeot Motor Company PLC reserve the right to withdraw or amend this offer at any time.

## NEW PEUGEOT 208

MOTION & EMOTION



PEUGEOT



Nissan Gripz combines sports car with SUV and hybrid drive

# Gripz likely as next Z

Nissan planning chief rules out evolution of the 370Z as new Z car

**T**he Nissan 370Z will not be replaced by an "evolution" of the current car, Nissan's product planning chief Philippe Klein has confirmed. His words heighten speculation that the Gripz concept closely previews the next Z car.

Although he said the 370Z remains a success and Nissan was in "no urgency" to replace it, he added that when the replacement comes, "standard evolution is not best for this kind of product".

"We won't see a 390Z or 400Z," he said, as it "doesn't make a lot of sense" in the current market.

As for just how closely the concept previewed a new Z car or otherwise, Klein answered that people should "make their own speculation".

"I won't give clues," he said.

"That's the spirit of a concept car.

"The concept is an exploration, to see different trends in the market. With crossovers and SUVs we have strengths already. We see people still

looking for a dynamic sports car. Fuel economy also, and alternative drive, all these topics. [The concept] explores the best way to combine all these."

Klein said the Gripz concept combined all things that have a "Nissan-ness", the spirit of SUVs, sports cars and alternative drive".

He added that Nissan was considering the concept's innovative hybrid drivetrain "very seriously".

**MARK TISSHAW**

# Mirai set to spawn fuel cell family

**YOSHIKAZU TANAKA**, CHIEF engineer for the Toyota Mirai, has indicated that he would like to see the firm's hydrogen fuel cell-powered car "procreate" and spawn a family of fuel cell vehicles. He gave a time frame of 10-20 years before fuel cell cars are as much a part of the automotive fabric as hybrids are today, putting them on a similar trajectory today as the Prius was at the end of the last century.

Tanaka would not be drawn on which configurations would lend themselves to fuel cell power, but a well-informed source confirmed that estate, hatchback, MPV and SUV variants could all be under consideration.

In the meantime, Tanaka said progress is now advancing so fast

that a fuel cell that weighed 108kg in 2008 and produced 121bhp now weighs just 56kg yet yields 153bhp.

However, he admitted the problem of obtaining a genuinely clean source of hydrogen for all fuel cell cars was a long way from being solved. Although

hydrogen infrastructures are now being assembled in Japan, Berlin, London and California, they burn fossil fuels in the extraction process. The issue was not how to liberate hydrogen from renewables but how to do so affordably, he said.



Toyota Mirai-based line-up could include estate, hatch, SUV and MPV models

## SHOW STARS



**ALFA ROMEO GIULIA**



Easy choice, really: visually, at least, this car is pitch perfect in both proportion and detail, a better than worthy successor to the original Giulia. However, too many Alfas have looked better than they drove, so this car's most important test is yet to be passed. **AF**



**BENTLEY BENTAYGA**



Bentley's imposing Bentayga SUV was the show stand-out for me, introducing a completely new and seductive kind of luxury and class to the age-old marque, and bringing with it a new-era W12 destined for other models. **SC**



**PORSCHE MISSION E**



Given Porsche's track record in brilliantly engineered drivers' cars, the Mission E four-seater appears ready to set new performance standards for electric cars. It looks fabulous and has a claimed range of 300 miles. We can only see a winner. **JR**



**RENAULT MEGANE**



The design-led reboot of Renault is almost complete, and the reborn Megane added quality and technology to a more grown-up but still appealing shape. It may be an uphill struggle selling it against the Golf et al, but the new Megane deserves to succeed. **JH**

More Frankfurt news at [autocar.co.uk](http://autocar.co.uk)

## SEAT LEON SC CROSS SPORT

Seat will monitor feedback on forums and at the Frankfurt motor show before deciding whether to put its high-performance, off-road-focused Leon SC Cross Sport concept into production, according to boss Jürgen Stackmann.



## SUZUKI BALENO

Suzuki expects to sell around 5-6000 Balenos a year in the UK, with the new three-cylinder 1.0 turbo engine the key version. Kunihiro Ito, chief engineer, says its platform will underpin future models such as the Vitara, Swift and S-Cross.







Kubang concept gave the first confirmation of a Maserati SUV



Kubang first appeared at the 2011 Frankfurt show



Levante look has moved on a lot since this concept

# Levante to be '100% Maserati'

Maserati's boss promises the Levante SUV, due next year, will not dip into the Fiat or Jeep parts bin

**T**he Maserati Levante SUV will be revealed at the Geneva motor show in March, company boss Harald Wester has confirmed.

Wester said pre-production of the Levante will start soon and it will be in production at an extension of the firm's Mafiori plant by February.

He revealed that it will be based on "100% Maserati parts" and not borrow anything from other Fiat Chrysler Automobiles brands, including

Jeep. To that end, it will be based on the same platform that underpins the Ghibli and Quattroporte and will be sized and priced between those models. It will also use the same V6 and V8 engines, transmissions and all-wheel drive system as those cars.

The original plan was to have the Levante in production in Detroit by now, as part of Maserati's desire to reach 50,000 sales in 2015. This target will not now be reached

because of the Levante's delay, which has been caused by the switch of plant and making sure that it is a 'pure' Maserati product and not one derived from elsewhere.

Wester also said the Levante will sport many new features and innovations that will then appear elsewhere within the Maserati range.

Among these will be plug-in hybrid drivetrains, which will be offered in the Levante, Ghibli and Quattroporte from

late 2017/early 2018, with appearances in the Alfieri and GranTurismo replacement likely. Diesels will continue to be offered in Maseratis after the launch of plug-ins, Wester confirmed, but they will not appear in the sports models.

He said the production Levante will be "different in every way" from Maserati's Kubang SUV concept shown at Frankfurt in 2011. It will have off-road ability that's "better than competitors", Wester

revealed, and be as capable off road as a non-Trail Rated Jeep.

Coupé SUVs are not in the Italian brand's plans, Wester said, because he has no desire to fill niches with Maseratis. "We need to be a 100% SUV," he said.

However, Wester ruled out a smaller SUV because he has no further plans to expand the range beyond the addition of the Levante SUV and Alfieri sports car.

**MARK TISSHAW**

# Mercedes-Benz to build bespoke electric-only model



**MERCEDES-BENZ** IS close to revealing an all-new standalone electric car with a range that could be in excess of 300 miles.

R&D boss Thomas Weber said the new car was possible thanks to "the next generation of lithium ion batteries, which have not only double the energy density but also reduced costs, perhaps by half, which we think will be very attractive for the customer."

Weber said the car will have a real-world range of "between 400km and 500km" (248-

311 miles). The new battery technology will also benefit Mercedes' existing and rapidly expanding portfolio of plug-in hybrids, extending their electric range "from less than 35 miles to over 50 miles".

It's understood that the new electric car will not be an electrified version of an existing or forthcoming model. Instead, it will be a model in its own right, forming part of Mercedes' pledge to increase the number of models it makes from 30 to 40 by 2020.

The new electric car is

likely to be a premium product positioned carefully to stop it stealing sales from existing plug-in hybrids. It's thought to sit between the E-Class and S-Class saloons in its dimensions. The best guide to its likely size and proportions is the F 015 Luxury in Motion concept (left) unveiled at the Consumer Electronics Show in Las Vegas in January.

Weber refused to be drawn on a timeframe for the car's production but more details are likely "within the next year".

**ANDREW FRANKEL**

## KIA OPTIMA

The 2015 Kia Optima saloon has been revealed in European spec at the Frankfurt show. The new saloon is marginally longer, taller and wider than the previous one. It comes with a 1.7-litre diesel in the UK, with a plug-in hybrid arriving in 2017.



## ALFA ROMEO GIULIA

More models from the Alfa Romeo Giulia range will be revealed at the Geneva show in March, the company has confirmed. The only version on the Frankfurt show stand had the 503bhp bi-turbo 3.0-litre V6 that will power the flagship model.





# Electric Smarts on sale next year

Zetsche (left) and Ghosn unveiled plans for the Smart EVs



ALL-ELECTRIC SMARTS are set to return to the city car range. Both Fortwo and Forfour EVs will be on sale from late next year.

The announcement was made during a conference held by Mercedes-Benz boss Dieter Zetsche and Renault-Nissan Alliance boss Carlos Ghosn, who were speaking at an event held by the joint-venture partners.

The electric Smarts, which will also be available in Fortwo cabriolet form, will sit on the same

platform as the Renault Twingo, which was co-developed by the partners.

The new Smarts will use a modified version of the Renault-developed electric motor that is currently on sale in the Zoe but will have a battery developed by the Daimler-owned company.

There is no news on whether an electric version of the Renault Twingo will be sold, but such a car is unlikely because it would directly compete with the Zoe.

Speaking at the conference, Zetsche said: "The Smart Fortwo has been the best-selling electric vehicle in Germany for three years and we see this new venture as a way of widening that success."

Ghosn said the Renault-Nissan Alliance currently sells half of all the electric vehicles sold globally. He said: "Adding Daimler to our electric motor production brings another layer of scale that helps us build on our EV plans."

JIM HOLDER

## LAMBO'S R&D BOSS HINTS AT LIGHTER, FASTER HURACANS

Lamborghini has not finished its expansion of the Huracán range with the arrival of the Spyder, company officials have revealed.

The 202mph soft-top convertible was revealed at the Frankfurt motor show, where company research and development chief Maurizio Reggiani said "you can imagine all the derivatives" that will follow.

Most likely to appear are a more powerful version and a lighter, more focused, rear-wheel-drive variant. That approach would follow the strategy already used for the Gallardo, something that Reggiani referenced.



## MITSUBISHI OUTLANDER

Mitsubishi showed the European-spec version of the facelifted Outlander SUV at Frankfurt. UK variants of the plug-in hybrid and diesel models will be revealed in October, but the looks are set to be the same as those of the car on show.



## DS 4 AND CROSSBACK

The DS 4 has had a major makeover, with a freshly styled nose that no longer features any Citroën branding. It was shown at Frankfurt alongside the new DS 4 Crossback, which rides 30mm higher and has more rugged styling.



## SHOW STARS



### BMW 225XE



I'm cheating here, because I've already driven it. But BMW's 225xe really moves the whole hybrid game forward. It mixes front-wheel drive, pure battery and four-wheel drive in one car, with the 4WD element really delivering driving pleasure. HH



### HONDA PROJECT 2&4



Its designer, Martin Petersson, is confident Honda will build it if enough people react positively and write nice things. Honda: make it, make it now, and we'll see the finished one at Frankfurt in 2017. Or sooner, please... MT



### NISSAN GRIPZ



If you need any more proof that crossovers are king, the Nissan Gripz is it. This high-riding 4WD coupé is inspired by the rally-kitted 240Z. It's not the first crossover coupé concept as Nissan claims, but it might become the first production version. RB



### PEUGEOT FRACTAL



The Fractal was tucked away in a corner of the Peugeot stand, but it arguably deserved more prominence. It previews the look of the company's future interiors as part of a funky-looking electric car with a 0-62mph time of 6.8sec and a range of 280 miles. TW

More from Frankfurt at [autocar.co.uk](http://autocar.co.uk)





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## Confidential

FERRARI CONTINUES to rule out joining Aston Martin, Lamborghini, Bentley and Rolls-Royce in building an SUV. Many had predicted a high-margin SUV would be too tempting for new Ferrari president Sergio Marchionne but CEO Amedeo Felisa said an SUV was "the wrong choice" for Ferrari.

HALF OF ALL sports cars sold in the US now have manual gearboxes, according to a well-placed industry source, explaining why Jaguar has engineered a manual F-Type and Porsche will reintroduce a manual GT3. Aston Martin is believed to be expanding its line-up of manual cars but Ferrari claims negligible demand among its customers for manuals.



NISSAN IS PLANNING to add more Nismo models to its line-up, according to product planning chief Philippe Klein. Europe has only the Juke and GT-R Nismo models at present, but a Pulsar Nismo has been shown in concept form. "Nismo is part of the 'toolkit' to evolve our business," said Klein.

INGENIUM PETROL engines are coming in Jaguar Land Rover products, but no timeframe has been put on them, according to F-Pace vehicle line director Kevin Stride. "Ingenium petrol will come," he said. "We have a plan, but there's no timing. The focus has been on the development of the diesel."

CHINA HAS CHANGED its mind about the Citroën C4 Cactus, according to company boss Linda Jackson. She said: "In 2010, we showed it to the Chinese and they said: 'It is too modern and we are not sure.' We showed it last year in Beijing and they said: 'Wow, we have got to have that.'"

# New Mégane RS confirmed

Manual and dual-clutch automatic gearbox options likely for next-gen hot hatch

**T**he fourth-generation Renault Mégane, due next year, will again spawn performance-focused Renaultsport variants.

When asked about the possibility of a new Renaultsport-fettled Mégane, Renault design chief Laurens van den Acker said: "Yes, of course, there will be one."

Patrice Ratti, boss of Renault Sport Technologies, stopped short of confirming the Mégane RS but talked about the kind of technology future performance Renaults would use.

Significantly, it could come with a manual gearbox. This would mark an about-turn for Renault, which has been stung by criticism of its decision to supply the Clio RS with the EDC dual-clutch transmission only.

Ratti said: "The EDC move has done us a lot of good, opening up massive sales boosts in Japan and Australia for instance, our second and third biggest markets. But we now see that probably in an ideal world we would have both EDC and manual options."

Ratti added that the next

Mégane RS was likely to receive a power boost, but it would be in tandem with other technical developments and would not chase powerful front-drive hatchbacks such as the new Honda Civic Type R.

"The [current] Mégane RS has gone from 250bhp to 260bhp to 275bhp, so more power is part of the evolution, even if the main focus is always the chassis," Ratti said. "We don't need the most power but we do need the power to be part of the story."

It seems likely the Mégane

RS would also get the four-wheel steering system featured on the Mégane GT model.

Although the GT isn't a full RS model, it does incorporate new technologies developed by the Renaultsport division.

"It is the first time we've tuned such a system on a Renaultsport model and it brings many benefits at all speeds," said Ratti.

Today's Mégane RS will stay on sale until at least next year's launch of the Mégane GT, with the new RS expected in 2017.

**JIM HOLDER**

Mégane GT is due next year; RS model will follow in 2017

# Seat considers third crossover option

**SEAT MAY ADD** a third crossover to the two it is developing. Speaking at the Frankfurt show, boss Jürgen Stackmann said: "A D-segment SUV has potential."

However, the company is focusing on the Leon-based C-segment crossover set to be unveiled at Geneva next year. After that, Stackmann said Seat has "a B-SUV in mind," for which "the design executions have been done".

A larger crossover would come after these two if it gets the go-ahead. Seat previewed a D-segment SUV earlier this year with the 20V20 concept

at the Geneva motor show.

Seat is able to consider such a model because it has made its first operating profit since 2008 and, more significant, is to benefit from a five-year investment programme that, at £1.8 billion, is 40% bigger than the previous five-year plan.

"The extra R&D spend is to do work for the [Volkswagen] Group" said Stackmann. "The biggest portion is for Seat with an aggressive plan to develop that makes sense for the brand."

By that, Stackmann means investing in the Leon, Ibiza and crossover models,



20V20 concept has already previewed a larger Seat SUV

as well as "investment in plant structure to keep them highly productive, and at a high quality level".

There will also be investment in electrified Seats. "Plug-in hybrids make sense, although Seat will not

be a forerunner with electric vehicles," said Stackmann. "Audi is better placed, because their owners have garages," he said, suggesting that the brand's customers are more easily able to recharge a car.

## MAZDA KOERU

The production Mazda Koeru could be on sale within two years if it gets the green light, but its position in the range has yet to be set. "I'm not sure I'd position it between CX-3 and CX-5," said European president Jeff Guyton.



## RENAULT SCENIC

The next-generation Renault Scenic must be reinvented as a more practical, more modern vehicle or "die", according to the firm's design boss, Laurens van den Acker. The new Scenic is due to be launched at Geneva in March next year.





**8.45am**  
Top-spec Alfa Giulia  
QV but no basic model



**9.45am**  
Style council in  
session on FCA stand



## Hilton Holloway **Show diary**

# Crossovers, cyclists and climate change

**4.45pm**  
Porsche Mission E:  
hints of next 911?



### 8.45AM

I nip into the vast Frankfurt show site via a side gate courtesy of Kia, which has its European styling studios in a building that backs on to the Messe. Avoiding the crowds, I wander into the hall that's home to the Fiat Chrysler brands to see the new Alfa Romeo Giulia in the metal.

Mmm... on the one hand, it's admirably compact, has the stance of a focused driving machine, and the cockpit seems snug and comfortable. However, the overall style doesn't have the ground-breaking freshness of the 156 or sublime simplicity of the 159.

Also, I have to wonder what the base model will look like, because Alfa has only shown the car in top-end 503bhp

QV form. The version on display could cost as much as £69,000 when it arrives at the end of the year.

### 9.45AM

Having spent time with the FCA collective that dominates this hall, I can't help but conclude that it's a very convincing line-up: Lancia (the Ypsilon has been facelifted), Alfa, Fiat, Abarth (presented as a stand-alone brand), Ferrari, Maserati and Jeep. The stands are stylish and the cars look great, although Jeep's quirky styling remains out of step. The brands just need healthier sales.

### 10.30AM

Over to the Honda stand to try the remarkable Uni-Cub, a kind of sit-on Segway that's



**10.30am**  
Hilton samples  
the Honda Uni-Cub

controlled by tiny upper body movements. It's a remarkable piece of engineering that strikes me as being the wheelchair of the future. Something like the Uni-Cub, with a proper seat, would surely revolutionise the lives of many disabled people.

Have a brief chat with Greg Guillaume, Kia's European design boss. There's no doubt that the new Sportage is a very impressive piece of work. It has a European restraint and discipline about its form that is hugely appealing. I'm not surprised when I discover that Guillaume started his career with VW and Audi in the 1990s.

### 11.45AM

After the past few years of electric vehicles and

connectivity being the theme of the major European motor shows, Frankfurt 2015 can be summed up as the year of the crossover. Aside from Bentley and Jaguar getting in on the premium SUV act, there is a raft of cars that have been converted into crossovers, if only by raising the ride height and adding the obligatory plastic body cladding.

Who could have imagined a three-door Seat Leon Cupra 4x4 with a 296bhp motor under the bonnet? Everywhere you look is some kind of jacked-up vehicle that promises an 'active lifestyle'.

Honda has also cleverly reanimated the Civic Tourer as ideal for carrying your expensive road bike, reflecting the trend, in the UK at least, for

## SNAPSHOTS



One for the serious cyclists: Honda Civic Tourer



Galaxy 4x4 is among Ford's all-wheel drive exhibits



Ford says worsening weather will make AWD essential

More views on the Frankfurt motor show at [autocar.co.uk](http://autocar.co.uk)





**1.30pm**  
Cheeky happy  
Mini goes cool



**3.45pm**  
Jaguar F-Pace lays  
bare its front end

middle-aged blokes to spend serious time, and even more serious money, cycling.

#### 12.30PM

If the car makers have been doing their research properly, this sweeping trend for vehicles that look like they have all-weather and all-terrain capability could be significant for the future of the industry.

Indeed, over at Ford, the press-day stand is dedicated to all-wheel drive. Aside from

the entry-level Ecosport, all the vehicles on the stand have a 4x4 drivetrain.

The big new Edge SUV, which will probably dent Mondeo sales, is on display, as well as 4x4 versions of the S-Max and Galaxy. Increasing instances of extreme weather and deteriorating roads across Europe should see the 4x4 option becoming ever more popular, according to Ford.

Interestingly, a General Motors Europe source assures

me that the MPV is dying, to be replaced by versatile crossovers. No one, it seems, wants to drive around in a suburban special any more.

#### 1.30PM

It could have been quite easy to miss the other big story at Frankfurt: the complete rebranding of Mini. Using the new Clubman as a kick-off point, Mini has undergone a transformation from rather irritating German-accented 'cheeky happy' to studied urban cool.

The stand features flooring that looks like weathered oak, a huge 'brick' wall and images of warehouse flats. Even the John Cooper Works go-faster trickery is reduced to a single, tasteful wall display.

There's a new compact Mini SUV on the way, so the brand's new image intrigues me. At a show that is all about mainstream and premium brands' fascination with crossovers and SUVs, Mini has gone scooting down the route of inner-city cool.

Ideal for the brand, or a rare misstep by BMW's consultants who perhaps spend too much time in New York's trendy Meatpacking District?

#### 3.45PM

I'm a sucker for some platform engineering, so hats off to Suzuki and Jaguar for theirs. The former has an easily understood video and models of how it has further lightened the structure of its city car, while the latter has gone

to the expense of a proper engineering cutaway of the F-Pace's front end.

#### 4.45PM

There's just enough time to get on to the Porsche show stand to see the Mission E concept. Yes, it probably has stolen the show, but I think its significance goes further than declaring Porsche's intention to build an EV.

Look hard at this fine design and you'll see clues to the expected baby Panamera (called Panamera, perhaps?) and the next-generation 911, especially in the tail design, the shape of the windows and the flaring front wings. Porsche chief designer Michael Mauer and his team are on top form.

## The Mission E's significance goes further than declaring Porsche's plan to build an EV



New Sportage's design is the work of a former VW man



Suzuki shows how it has lightened its new city car's platform



Even a Leon SC Cupra can be turned into a crossover





# Skoda plans SUV expansion

Range Rover Evoque rival to spearhead a four-strong Skoda SUV line-up; first new model due in 2017

**S**koda is lining up a style-focused Range Rover Evoque rival as part of a rapid expansion of its SUV line-up that will usher in three additional models and an all-new Yeti by 2020.

The first new Skoda SUV will be a 4.7-metre-long rival for the Hyundai Santa Fe and Kia Sorento. Due on sale in the UK in early 2017, it will be available in five or seven-seat configurations and with front or four-wheel drive. The plug-in hybrid tech shown in the Volkswagen Tiguan at last week's Frankfurt motor show could also be offered.

Autocar has seen a preview of the vehicle, which has a clamshell bonnet and slimmer headlights than the latest Superb and Octavia. Viewed from the side, the front end is remarkably similar to a Range Rover's. Squared-off wheelarches with plastic cladding give it a chunky look, and the rear has overtones of the BMW X5, albeit with a slightly longer rear overhang.

Cabin space is said to be on a par with the Superb's. The rear seat can be split 60/40 and each section of it can be slid fore and aft through a range of around 17cm. The optional third row of seating folds up out of the boot floor and is said to be large enough for adults.

Pricing is expected to be aggressive, with some crossover with the top end of the Yeti range and a starting figure of around £24,000.

The current Yeti will soldier on until 2018, when it will be nine years old. Its replacement's styling is much more conservative than the existing car's, with a similar headlight arrangement to the large SUV, but it should have a little more interior space. It will remain a five-seater, though.

Skoda has two further SUVs in the pipeline: a Fabia-based model that would give it a rival for the Nissan Juke and a coupé crossover that shares its wheelbase with the big SUV but has a more rakish roofline and a rear overhang that's shorter by about 12cm. Skoda is said to be keen on getting the Evoque rival to market ahead of the smaller model, making it the first volume brand to offer the same type of vehicle as the Range Rover and BMW's X4.

The coupé has a more aggressive-looking front end, with larger air intakes and more chrome on its grille. It's almost certain to get the green light for China, where Skoda is still a relatively new brand. However, western European sales will depend on the reception for the regular five-seater and customer feedback on the idea of a less practical Skoda.

The baby SUV is at an earlier stage and Skoda would be, at best, the third VW Group brand to offer such a car. Seat already has its Ibiza crossover prepared but has been told to hold its launch until after Audi shows its Q2 next spring.

**JOHN McILROY**

## Three more changes on the way from Skoda

### CITIGO

Skoda's baby city car will get a refresh in 2017 before an all-new version arrives in 2019. The next generation is likely to become Skoda's first electric vehicle. High-level sources suggest a city car with at least 125 miles of real-world range – including use in cold temperatures – could be sold at a Skoda price level.



### OCTAVIA

Skoda views the Octavia as its most important model overall, so it is investing heavily in an extensive facelift, due in 2017. The new model will get a radical split-headlight set-up at the front and crisper lines more in line with the latest Superb's. The next Octavia will also get plug-in hybrid technology.



### ROOMSTER

Skoda has yet to decide whether it should bring the next Roomster to the UK. The car is set to grow substantially and lose its oddball design to become quite clearly a van-based small MPV in the mould of the Ford Tourneo Connect. Limited sales potential could squeeze it out of British showrooms.







Beetle is one of several models affected by US regulators' order

## VW told to recall 500k cars in US

VOLKSWAGEN GROUP boss Martin Winterkorn has apologised for "breaking the trust" of customers and the public in the wake of allegations that the firm manipulated emissions testing regulations in the US.

Winterkorn said he has ordered an external investigation into the matter, which came to light when the US Environmental Protection Agency (EPA) and California Air Resources Board revealed that while testing diesel cars from the VW Group, they had detected manipulations that violated American environmental standards.

Volkswagen is understood to be recalling

500,000 cars on the orders of US regulators. It is also pausing US sales of the latest Volkswagen and Audi models equipped with the four-cylinder diesel engine that is at the heart of the controversy.

The cars are said to be fitted with a 'defeat device' that allows them to perform more efficiently in the official emissions test than in real-world driving conditions. It detects when the car is being tested and turns on full emissions controls, but the effectiveness of the device is reduced in normal conditions.

According to the EPA, this means that the cars under investigation could be emitting up to 40 times the national standard for nitrogen oxide. The cars affected are 2009-2014 VW Jettas, Beetles, Golfs and Audi A3s, and 2014-2015 VW Passats.

The recall could cost the manufacturer up to £11.5 billion. The EPA has said: "VW may be liable for civil penalties and injunctive relief for the violations alleged."

The EPA said the cars in question were not a safety hazard and were legally okay to drive and sell on.

Winterkorn said: "I personally am deeply sorry that we have broken the trust of our customers and the public. We will co-operate fully with the responsible agencies."

A spokesman for the VW Group said he was "not aware of any recalls in Europe or the UK".

**'I am deeply sorry that we have broken the trust of our customers and the public'**

MARTIN WINTERKORN

Tester's Notes

## Matt Prior

Lotus Carlton had a "shocking" 177mph top speed



Vauxhall



There it was, in a picture on the wall of the Vauxhall heritage fleet garage: a Lotus Carlton.

There were a few motoring hacks around – some old enough to have tested a Carlton in period, some not old enough to have tested it in period but who've driven it since, and some who'd tested it not at all. Knees of all generations quivered.

We weren't there to look at the Carlton, but when you're discussing why the latest Astra gets hot-dipped rather than electroplated galvanised steel body panels, you'll understand that our gaze occasionally turned to meet the wall-mounted image of the Imperial Green bad boy of early 1990s super-saloondom – the one whose 177mph top speed caused all kinds of tabloid kerfuffle for being all so unnecessary and mean and dangerous and "for God's sake, won't somebody please do something!".

Vauxhall retains a Lotus

**A 959 today does very little that most 911s in the Porsche range don't also do quite easily**

Carlton in fine nick. These days, what was once a large executive car looks positively dainty, its mere 17in alloy wheels looking menacing within the Carlton's blown wheelarches, with its big scoops and skirts that fitted as well as any body addenda did at the time, by which I mean really poorly by modern standards.

And it's modern standards that place the Lotus Carlton in context. This isn't a 'don't meet your heroes' column, because that's a dreadful old cliché and every car is worth driving. But

it's important to remember exactly what it meant at the time and not judge it by modern standards. Because things since then have moved on. By a lot.

Today, Vauxhall can sell you an Insignia that can reach 170mph and accelerate to 60mph in 5.6sec, almost as fast as the Carlton's 5.4sec, yet the tabloids aren't up in arms about this. Neither are they about what is today a genuine super-saloon like a Mercedes-Benz E63 AMG S, which has 577bhp and must be electronically limited in its top speed, lest it reach more than 186mph. Doesn't seem so controversial today, does it?

That progress has left the Carlton behind is not its fault, and nor is it alone. A Porsche 959 was a wondrous thing of its time but today does very little that most 911s in the Porsche range don't also do quite easily.

This is where meeting legends becomes managing expectations. Some cars still retain their uniqueness; there's still nothing quite like a Ford GT40. Others do not.

To drive a Lotus Carlton or a 959 today is not necessarily to be blown away by their characteristics but simply to wonder at their influence; that there are dozens of cars that, today, do what they do with ease is testament to that. So, yes, to succumb to the cliché: meet your heroes, if only to say "thank you" rather than "gorblimey".



Porsche's 959 was exceptional at the time, but standards move on

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A Week In Cars

# Steve Cropley



Mercedes' IAA concept: the 1979 W126 of our time?

## MONDAY AM

The most daunting, most exhilarating two days of our lives as car hacks occur every couple of years in mid-September. The Frankfurt motor show, to which we all obediently troop, is so packed with new models, so well attended by the right people, so vast in area and so vital to the future news/test agenda that you simply can't miss it.

Attended my first in 1979, so this must have been my 19th, yet I've never managed to shake the fear, a couple of days beforehand, that my web of reporting arrangements will go seriously wrong.

At my first Frankfurt, Mercedes launched a super-aerodynamic S-Class – the W126 – that stressed the depth of its techno-credentials (much as it did this year with the magnificent IAA concept). As we arrived in Frankfurt this time, what should glide past but a healthy, well-used W126, still looking modern. Spent the rest of the trip wishing I could have seen its odometer.

## MONDAY PM

Important highlight of Frankfurt was the much-heralded arrival of GM CEO

## The latest Audi Q7 gets my wholehearted approval now it's stopped looking like a potato

Mary Barra. She hasn't spent much time here because she's been dealing with the aftermath of a serious ignition switch scandal, the kind of thing that regularly dogs US industry. I was lucky enough to dine at the CEO's table, surrounded by diplomats and respectful employees rather than platoons

of scribblers, so it was possible to converse a bit and build a picture of a highly capable, articulate and affable car company boss, devoid of ego yet with obvious, effortless authority. She seemed entirely genuine: a hard-working person whose knowledge of business and product came from deep experience. She loved engineering, she told me, and would be delighted if her example encouraged more girls into technology. Ended the evening convinced that General Motors, that unwieldy and restless giant, is safer in Barra's hands than others I could name.

## TUESDAY

This is the big reporting day at Frankfurt: early appointments give way to scuttling about

after facts, then to early evening writing, then to dinners with normally elusive senior contacts.

Then it's a walk or ride back to your digs to write into the small hours and (hopefully) post stuff on your website before your hated opposition can do the same. Beating your rivals by an hour is a big win at a time like this.

This time several of my journeys were effected in the plush rear perch of a new Audi Q7, a model about which I've been scathing in the past. Scratch that. This latest edition is a very strong SUV, and gets my wholehearted approval now that it's stopped looking like a giant potato.

## WEDNESDAY

Could have taken the early flight home, but that would have been to miss out on revisiting my three favourites of this year's show (each with a clunky name): Bentley Bentayga, Nissan Gripz and Honda 2&4. Took the second flight instead and thus arrived late and got drenched in a downpour riding my two-wheeler home. But it was worth it.



GM's Mary Barra: effortless authority

## FRIDAY

Bit of a heavy contrast today: after the excitement of Frankfurt, a busy morning doing business in the midst of central London. Depressed to see just how many cyclists travel around the city these days with baby video cameras firmly attached to their helmets, as if it's a given that at any moment, they're going to be attacked by malicious surrounding riders and drivers, and will have to defend themselves in court.

Whatever happened to natural optimism? Now I see Garmin has started selling a satellite navigation system for cars that features an integrated forward-looking camera. Not for me, thank you.

## And another thing...

Land Rover demo driver at Frankfurt manoeuvres RR Sport delicately around obstacles, using an iPhone as his control platform. Theory is that standing outside the car gives you a perfect view of difficult terrain. Not sure what you do when the phone rings...



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FIRST DRIVE



# Vauxhall Astra SRI Nav 1.4 150 Turbo

**9.9.15, Bedfordshire** Vauxhall takes the fight to the Ford Focus and Volkswagen Golf with a new-look, cheaper and, most notable of all, lighter family hatchback





**S**mall family cars are writ so large into the fortunes of mainstream car companies that nobody dares be without one. Even Nissan, which successfully hung its fortunes on crossovers and SUVs, was told by fleets it needed a conventional hatch, and so ponied up the Pulsar. If you want to sell lots of cars in Europe – as Vauxhall/Opel does – you have to offer a small family car, which is why now even Mercedes-Benz, Audi and BMW sell them. As if the mid-market wasn't having a hard enough time already.

There is probably no more important car launched this year, then, than the new Vauxhall Astra, tested here in right-hand-drive form close to Vauxhall's Luton HQ, rather than as an Opel-badged left-hooker in the south of France or Spain. Why so? Because Britons buy Astras in more numbers than anybody else, because it is 'Brit-built', as Vauxhall says like a red-top headline, and because we get an Astra whose driving characteristics are tuned specifically for our roads.

The oily parts first. The Astra sits on a new platform lighter than the one that preceded it, partly because it's shorter (by 5cm), but mostly because it is more cleverly designed. The Astra's body-in-white now weighs 357kg, down from 380kg. It's only one part of a weight loss regime that means the Astra – like for like, and not some kind of fudge where you swap a 2.0 for a 1.6, and a torque converter for a dual-clutch auto – is at least 120kg lighter than it was before.

It's one of those virtuous circles: a lighter body and suspension means wheel sizes are smaller (18in is now the biggest), as are the brakes that sit within them. There's still a MacPherson strut at the front and a torsion beam with Watt's linkage at the rear, but the front suspension cannot accept Vauxhall's Hiperstrut from the last VXR, and the platform won't underpin a crossover, either.

The new Astra is leaner and cheaper, and shorn of fripperies. In political speak, Vauxhall has made 'efficiencies'. From that point of view, it's a car of our time.

My hunch is that the Astra is significant not only as a new Vauxhall but also as the most notable among a new generation of family cars that will place weight reduction at the top of the agenda. We've had the fat 2000s with, for example, the 2008 Audi RS6 that weighed 2145kg and averaged 16mpg, from which point it all got a bit silly. Now, motoring is as austere as the rest

of the world. The Astra has no flat underfloor tray because it would be too heavy and expensive. Instead, the underbody is itself flattened, suspension hidden, so a 1.6 Ecoflex diesel emits just 82g/km of CO<sub>2</sub>.

That engine hasn't arrived yet, so instead we've tried a 1.5-litre diesel (we'll fully road test it soon) and a 1.4-litre turbo petrol, which we're majoring on here. Just like the latest



The Astra is refined once under way; driving position is good and the gearshift sweet





It's roomier inside – despite reduced exterior dimensions – and the cabin benefits from a generally good fit, finish and materials selection



Body control has the edge over ride comfort, while agility is a strong point; slick new OnStar multimedia system includes a wi-fi hotspot

Ford Focus, there's a 1.0-litre petrol triple in the new Astra line-up, too.

Step inside the Astra and you'll find the interior hasn't suffered from the company's new attitude. Materials, and fit and finish are largely good. In terms of perceived material quality, the Astra has the measure of a Focus but not that of a Volkswagen Golf. Ditto ergonomically, although Vauxhall's new entertainment and information system is actually quite slick. You can have OnStar, too, Vauxhall's 'connected car' technology, which offers services including remote assistance and a wi-fi hotspot.

The driving position is generally good. However, the clutch is vague and a couple of test cars had rather spongy brake pedals. Outside, the Astra may have shrunk but inside it's roomier with rear leg room up by 3.5cm, while the boot is large.

However, if the Astra is smaller outside but bigger inside, and weighs less than before, does that mean something has had to give? There's certainly less material, including

sound proofing, so Vauxhall's focus has switched to reducing noise at its source. That's no bad thing. The model's drag coefficient is just 0.285 (it was 0.325 before), while the new 1.4 turbocharged petrol engine, which makes this feel like the 7.8sec to 60mph car it's claimed to be, has been designed with resonance and weight reduction front of mind. Its block alone is 10kg lighter than that of the old 1.4 Turbo.

It's quiet, then, so road noise, rather than wind or engine noise, is the major source of cabin NVH. More than before? Probably, but it's hard to tell without a back-to-back test. But reductions in other noise mean the Astra is refined enough.

There's little point making the engine vocal by working it too hard anyway. Peak torque (180lb ft) arrives at 2000rpm and peak power from 5000rpm, so it pays to stroke it along – the gearshift is sweet – in the mid-range; precisely what buyers will do, I imagine. The 104bhp 1.0 sounds thrummier than I remember it in a Corsa, but it's appealing and pulls

the Astra around strongly enough (0-60mph is 10.5sec) given its output.

In the ride and body control trade-off, the latter wins by a whisker. Our test car rode on 225/45 R17 tyres and the ride occasionally thumped if already loaded when a bump arrived. Over crests and dips it's good, and agility is very strong. It's that which makes the Astra enjoyable to drive, rather than any engagement through the controls. A Focus feels more sophisticated and adjustable; a Golf more sophisticated and solid.

Ask which I'd rather drive, and I would plump for the Ford or the Volkswagen, but I'm fairly confident the Astra's a comfortable third-best in class, whose four-star rating will take a long time to fade.

For the enthusiast, it isn't laden with things to love, but for the average buyer there's little to dislike and, when looking at a PCP agreement or company car list, I'd quite understand if any of those figures proved more compelling than chassis finesse.

**MATT PRIOR**

**SRI**

**VAUXHALL ASTRA SRI NAV 1.4 150 TURBO**

**Not as engaging as a Focus, but more agile and more efficient than it was and with a strong appeal**

★★★★☆

<b>Price</b>	£19,995
<b>Engine</b>	4 cyls, 1399cc, turbo, petrol
<b>Power</b>	148bhp at 5000rpm
<b>Torque</b>	180lb ft at 2000-3500rpm
<b>Kerb weight</b>	1278kg
<b>Gearbox</b>	6-spd manual
<b>0-62mph</b>	7.8sec
<b>Top speed</b>	134mph
<b>Economy</b>	51.4mpg (combined)
<b>CO<sub>2</sub>/tax band</b>	128g/km, 37%





# Renault Kadjar 1.6 dCi

**15.9.15, Surrey** Renault's answer to the Qashqai arrives with its eye on the crossover crown

**T**he Renault Kadjar has got one over on many of its rivals. While there are plenty of models like the Qashqai out there, only the Renault is based on Nissan's winning formula, sharing the Qashqai's engines and platform. On top of this the Renault is cheaper to buy than the Nissan and, some would say, has a touch more pizzazz. We even know, from our international first drive, that it has reasonable composure. It feels like a race already won, but stranger things have been known to happen than for a seeming dead-cert winner to fall at the last fence.

Here we're trying the front-wheel-drive Kadjar 1.6 dCi 130 (on-demand four-wheel drive is a £1500 option) in the UK, to find out if it really could take the shine off the Qashqai's reign over the big-selling crossover class.

The short answer is that perhaps it could, because this Kadjar is absolutely fit for purpose. The diesel engine has suitable vigour in the mid-range, so while it's a bit flat at low revs and delivers a noticeable surge as the turbo kicks in, you don't have

to row through the gears all the time to experience satisfactory pace.

Sling it into a corner and the Kadjar hangs on gamely and with more resistance to understeer than most rivals, while the fairly heavy steering remains consistently weighted even with cornering load applied. There is quite a bit of body roll but, even so, the Kadjar is sure-footed and predictable enough that you can enjoy hustling it.

More important for many people shopping in this class is that it is fairly comfortable around town. The suspension errs on the soft and wallowy side of things, so initial bump absorption is good, even on the standard 19in wheels of this top-spec car. However, surface patina and high-frequency undulations can make the car shudder and fidget subtly. It's not uncomfortable, even over scruffy town roads, but smaller wheels would improve matters.

More irritating is the sharp initial brake response, which can make smooth stopping more of an exercise in concentration than it should be,

a stodgy gearshift and more diesel noise in the cabin than is ideal.

Overall, though, the Kadjar is an easy and not unpleasant car to drive, while its cabin is one of the best in the class. There are a few questionable materials dotted around – we're not convinced by the matt dashboard fascia – but it generally feels well put together and substantially better than most other current Renaults.

**The Kadjar is an easy and not unpleasant car to drive, while its cabin is one of the best in the class**



The Kadjar is soft-riding and comfortable but surface imperfections can unsettle it



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The driving position is good, at least in left-hand-drive form, and kit is generous, particularly in top-level trim. Build quality is Renault's best yet



The stable and sure-footed Kadjar resists understeer well but there is some body roll; the interior is impressively roomy, even in the rear cabin

The standard colour screen and navigation system is mostly easy to use. Meanwhile, this top-spec model is equipped with all the radio and connectivity functions you could want: a Bose sound system with subwoofer, synthetic leather upholstery, a panoramic glass roof and LED headlights. On top of that, it has the full suite of safety kit, including lane-departure assist, front

and rear parking sensors and traffic sign recognition. You won't need to add anything, that's for sure.

The Kadjar is equally impressive in terms of its space and practicality. There's loads of room in the front and back, while the boot beats the Qashqai's for outright capacity and has the same clever floor that can be raised or lowered, or used as a divider to keep loads secure.

It's worth waiting until we've driven a proper UK model (rather than this left-hand-drive car) before handing over your deposit, just to be sure that the driving position hasn't been horribly mangled in the conversion to right-hand drive. The cheaper 1.5-litre diesel might be worth considering – watch this space for a road test later this year – and there's new competition in the shape of the Hyundai Tucson to consider, too. However, it's very likely that the Kadjar will be just as comfortable to sit in as the Qashqai, meaning there's very little not to like.

We suggest you go for the less lavish but still well-equipped Dynamique or Dynamique S models, but even our test car's jazzed-up trim is good value. The Kadjar is decent to drive, too, and will be easy to live with. Finance deals look seriously keen so you'll likely be saving hundreds, if not thousands, over a Qashqai. On the evidence of this early UK drive, we'd save the money and take the Renault over the Nissan.

**VICKY PARROTT**



Boot is bigger than the Qashqai's and has the same adjustable floor and load dividers



**RENAULT KADJAR 1.6 dCi 130  
SIGNATURE NAV**

A practical, nicely styled and good-to-drive threat to the Qashqai's class dominance



Price	£24,795
Engine	4 cyls, 1598cc, diesel
Power	129bhp at 4000rpm
Torque	236lb ft at 1750rpm
Gearbox	6-spd manual
Kerb weight	1415kg
Top speed	118mph
0-62mph	9.9sec
Economy	65.7mpg (combined)
CO <sub>2</sub> /tax band	113g/km, 20%





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## Renault Summer Season

The official fuel consumption figures in mpg (l/100km) for the Renault Clio Dynamique 1.2 16V 75 are: Urban 39.2 (7.2); Extra Urban 60.1 (4.7); Combined 51.4 (5.5). The official CO<sub>2</sub> emissions are 127g/km. EU Directive and Regulation 692/2008 test environment figures. Fuel consumption and CO<sub>2</sub> may vary according to driving styles, road conditions and other factors.

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# Mercedes-AMG G63 Edition 463

**18.9.15, Stuttgart, Germany** Special edition of ageing SUV brings power hike and chassis tweaks

**T**he Mercedes-AMG G63 is a lightly facelifted version of the earlier Mercedes-Benz G63 AMG. Along with the subtle alteration in name, the square-rigged off-roader receives a moderate hike in reserves, some mild chassis tweaks and a more luxurious interior.

It's hardly a major upgrade but Mercedes deems the changes sufficient enough to allow it to raise the price from an already inflated £129,375 to £131,675. Choose the limited-volume G63 Edition 463, as driven here, and it rises to £149,970.

While instantly recognisable as the military-grade Geländewagen in production for nearly four decades, the facelifted G63 is distinguished from its less powerful G350d and G500 siblings by a unique front bumper and grille insert, wider wheel arch flares, running boards and, on the Edition 463, a stainless steel protection plate and 21in wheels.

While the car might be olde worlde in appearance, there's nothing remotely old-fashioned about its engine. The twin-turbocharged

5.5-litre V8 first introduced to the G63 in 2012 receives a new inlet manifold, among other minor tweaks, raising power from 537bhp to a new peak of 563bhp.

Owing to torque-loading limitations with the seven-speed AMG SpeedShift automatic gearbox to which it is attached, the upgraded engine continues to produce the same 561lb ft as before.

Despite the increase in power, the 2550kg off-roader is no faster off the line or at the top end than its predecessor, with 0-62mph still taking an official 5.4sec, while top speed remains limited to 130mph. Combined economy and average CO<sub>2</sub> emissions are also unchanged at 20.5mpg and 322g/km.

Inside, the G63 has a restyled instrument binnacle and, in the 463 Edition, sumptuous two-tone leather upholstery, which covers most surfaces. The steering wheel, instruments, infotainment system (with 7.0in colour screen) and switchgear are a modern twist in an otherwise old-fashioned cabin.

The G63's driving position is extraordinarily high and upright by contemporary standards, but it's also very comfortable and gives a truly commanding view of the road. There is a generous amount of space up front, but the rear is short of leg room. With a 487-litre boot, the G63 is not big on luggage capacity, either.

There's no doubting the accelerative ability of the G63. Despite its mass and unfavourable aerodynamics, it fires out of the blocks with real force and continues to surge forward with authority all the way to its limited top speed.

Unlike the new G500, which benefits from a new adaptive damping system offering a choice between Comfort and Sport modes, the G63 retains the same fixed-rate dampers as its predecessor. There's a good degree of small bump compliance but the rigid axles lack control over transverse ridges, unsettling the G63 at speed.

There is a good deal of dive as you get on the brakes, loads of body roll in corners and the old recirculating

ball steering is slow to react to even small inputs at the wheel, all of which makes the G63 a real challenge to punt along winding back roads.

Nor is it any less demanding at a fast cruise, where the brick-like shape and a tendency for the front end to tramline contributes to a distinct lack of stability. Over 60mph there's also a lot of wind noise around the pillars.

The G63 is not a car you'd choose for objective reasons. It's too compromised for something that costs a cool £44,670 more than the faster, more accomplished, more economical, roomier and generally more comfortable GLE63.

Subjectively, however, its rugged styling, old-school interior and throwback driving traits combine to make it a strangely appealing, if expensive, proposition.

**GREG KABLE**

## MERCEDES-AMG G63 EDITION 463

**Hard to recommend by most objective measures, but also rapid, fun and not without appeal**



Price	£149,970
Engine	V8, 5461cc, twin-turbo, petrol
Power	563bhp at 5500rpm
Torque	561lb ft at 1750-5250rpm
Gearbox	7-spd automatic
Kerb weight	2550kg
0-62mph	5.4sec
Top speed	130mph
Economy	20.5mpg (combined)
CO <sub>2</sub> /tax band	322g/km, 37%



Interior is lifted by leather and latest infotainment and controls; crude tech works off-road but on-road agility is less impressive





# THE ITALIAN DAY JOB

This Lamborghini Aventador SV faces a crazy 24 hours: a 200mph blast, Tesco, mountains, school run, track... **Andrew Frankel** reports

PHOTOGRAPHY STAN PAPIOR





**M**ost test cars come for a week, some for a year. But in a few cases, the tedious old laws of supply and demand exert more than their usual pressure. In this case, the supply is easy to quantify: it is the only right-hand-drive Lamborghini Aventador Superveloce in the country, which for the purposes of this exercise we will call 'one'.

The demand is every single person in the land with even the most slender claim to being even a rough approximation of someone who might loosely be referred to as a motoring journalist. This we can call 'several thousand'.

Even if Lamborghini whittled this down to a couple of hundred and each had the car for a week, it would take four years to do the rounds. So, and for the purposes of this exercise, I had the car for just one clear day. How many different things, I wondered, could be done in that day, and how many different facets of its character would be revealed as a result? I resolved to find out.



## 1 GO FOR A PRE-DAWN BURN

**APOLOGIES FOR THE** rubbish photograph. I couldn't persuade London-based Autocar veteran photographer Stan Papior that being in Wales before sun up to take one picture was a good idea, so I took it myself. And then I went and stretched the Aventador's legs.

Unless you happen to live up a mountain or on remote moorland, the fact is that you can't exercise a car like this in public, not safely at least. But the time before everyone gets up and gets into or onto their cars and bikes is perfect. Besides, if you've got an Aventador SV outside and you're not up early, you're likely either to have died in the night or be thoroughly undeserving of 10 minutes' wheel time in a car such as this, let alone an entire day.

This is not a time for redline ramming, but gentle leg stretching as you ease your way into this experience. A car as wide, low and powerful as



this needs learning, even if you're lucky enough to do this sort of thing quite a lot. And I learn that all-round visibility is far better than it looks, the headlights are adequate at best, the robotised manual gearbox is much improved but still not a patch on a dual-clutch auto and that, counter-intuitively, the ride is improbably improved over that of the previous Aventador I drove.



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## 2 TAKE IT SHOPPING

If you're going to do more than 10 hours' driving in a single day, it's not just the car that's going to need fuelling. Besides, I've never seen a Lamborghini in a supermarket car park and, by the look of them, neither had anyone in the Tesco, near Leicester, that I pulled into when hunger pangs grew too great.

To my surprise, the Aventador's steering lock is excellent and it did many uncomplaining laps of the car park for Stan's lens. I wondered what this would have been like 30 years ago in a Countach, with its weight-lifter's clutch, submarine hatch steering, prison cell visibility and six twin-choke Weber carbs soaking the plugs. It'd be purgatory.

Lamborghinis have progressed in many ways these past 30 years, but few as far as this. And yes, it is important: the amount of enjoyment a car provides should be defined by how much fun it offers multiplied by the number of times you feel inclined to drive it. And I'd feel inclined to drive this one every day.



Every little helps: the Lambo makes light work of a trip to Tesco



It understeers a little in corners but is superb in curves

## 3 DRIVE IT AS FAST AS YOU CAN AROUND A QUICK TRACK

A CAR LIKE this needs space. There's no point taking it to some tight, twiddly circuit any more than there'd be a point to riding a thoroughbred race horse around a dog track. Bruntingthorpe has that space, not to mention 100mph apices with which to really test this 740bhp supercar's composure.

And like the best supercars, it gets better the faster you go. In slower corners and regardless of whether you have the car set for Sport or Corsa (I preferred Sport, with its gentler gearshifts and more rear-drive torque split), the car still wants to understeer, albeit now just a little rather than far too much. But in curves rather than corners, it is magnificent. Its steering is far more lucid than a Ferrari F12's, with more weight, feel and linear reactions, and with world-class damping exercising iron pitch and roll control, you can place this vast car to the inch. Believe me, when you squeeze the throttle as the corner starts to open, Pirellis yelping, hunkered down and right on the limit at a three-figure speed, one kind of automotive nirvana is yours.





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#### 4 DO A FULL-THROTTLE GETAWAY

You won't like this. Not at first. The results of asking a 6.5-litre V12 to direct 740bhp to the asphalt via the staggeringly effective medium of four-wheel drive provoke such a reaction from the car that your brain interprets it as an act of violence.

You can't do anything clever here. So you just hold the car on the brake with your left foot and then remember not to lift but let it literally fall off the side of the pedal as you bury the accelerator. The car will pause for a fraction of a second before unleashing pure, raging fury. Smoke curls out of all four wheel arches, your stomach appears to turn inside out and if you spend any time at all admiring the view, you'll be at 8500rpm, bashing your head against the rev limiter.



High-speed stability is excellent in this aero-honed Lambo



Bruntingthorpe's runway gives the SV space to reach 200mph but this test also showed off its braking prowess

#### 5 DO 200MPH

IF YOU COULD, you would. The double tonne in the Aventador on a runway designed to land a V-bomber should be a doddle. Jaguar XJ220s were going this fast here 20 years ago on 200 fewer horsepower.

Despite this, 200mph is not just another number. Even in as wide an expanse as this and in a car as unerringly stable as the Aventador, it feels sci-fi fast, a mesmeric experience. So you do your due diligence, carefully checking the tyres' pressures and tread patterns for stray nails, and then fling it through the curve that leads on to the runway, sit back and watch the show. Like I said, should be easy.

Except it isn't.

The Aventador charges up to 180mph like someone has poured nitro-methanol down its inlet trumpets and then, relatively, it stops. I'm sitting there at three miles a minute and wondering what's gone wrong. It's a peculiar feeling. We're over the brow of the runway and now running downhill but every extra mile per hour takes an age to materialise and I can see all sorts of things – parked cars, tractors, containers, Boeings – that you really don't want to be anywhere near at this speed. At 198mph, I nearly bail. Only the thought of having to caption this section 'Do 198mph' keeps my foot in. Finally, we get there, and not a moment too soon. Big brake, big reaction from carbon-ceramic discs, shedding speed with insouciant ease. Big sigh of relief.

And the moment my heart has decelerated, too, the reason for the unexpected difficulty becomes blindingly clear. The adjustable rear wing is parked at maximum attack. Totally my fault. Should I level it off and go again? I should not. We got what we came here for, and although I'd be amused to do the 210mph I expect it would reach, it comes under the category of 'risks we don't have to take'. We pack up and go and do something more mundane instead.





## 6 TAKE IT TO A DRIVE-THRU MCDONALD'S

OKAY, THIS DIDN'T work out quite as I'd planned. I had hoped to elicit dropped jaw embogblement from the lady behind the counter as she handed what passes for food through the flipped-up door of the Lamborghini. Instead she just looked bored, said "Big Mac meal with a Diet Coke?" and went back to reading the Daily Mirror.



To make a Happy Meal even happier, just add a Lambo



## 8 COLLECT A CHILD FROM SCHOOL

You need to choose carefully. One of my daughters was appalled that I could even suggest appearing in front of her friends in a wealth statement as ostentatious as this. The other, by contrast, was beside herself with excitement. I chose that one.

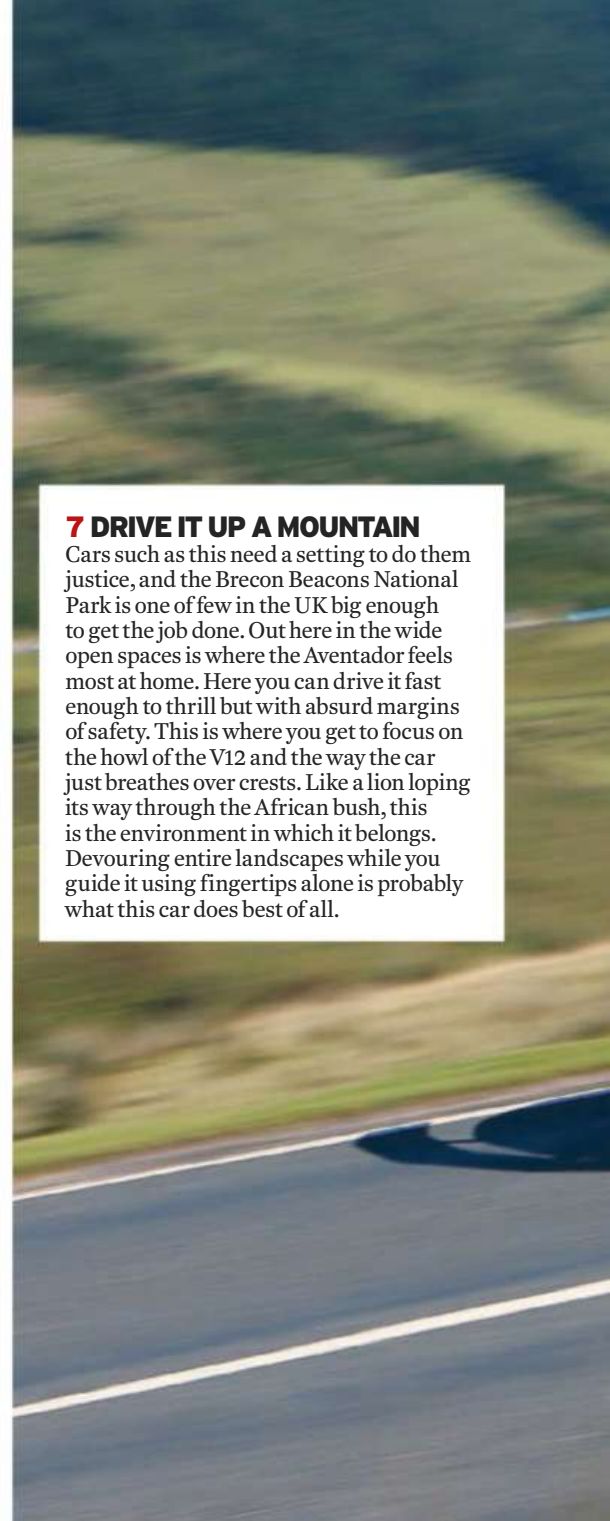
Even if the car is not yours (which it isn't), even if you couldn't afford its optional extras (which I can't), even if you feel cripplingly embarrassed showing up at the gates in an Aventador (which I

did), I was still as excited at seeing her face as she was at seeing a Lamborghini growl up beside her assembled clutch of mates.

I raised a door, she slipped in beside me as if descending into Lamborghinis came as naturally as brushing her teeth and we turned to each other and grinned before I eased away as slowly and quietly as we could, confident our laughter could not be heard above 6.5 litres of highly tuned Italian V12, even at idle.

## 7 DRIVE IT UP A MOUNTAIN

Cars such as this need a setting to do them justice, and the Brecon Beacons National Park is one of few in the UK big enough to get the job done. Out here in the wide open spaces is where the Aventador feels most at home. Here you can drive it fast enough to thrill but with absurd margins of safety. This is where you get to focus on the howl of the V12 and the way the car just breathes over crests. Like a lion loping its way through the African bush, this is the environment in which it belongs. Devouring entire landscapes while you guide it using fingertips alone is probably what this car does best of all.







Frankel mulls over the picture this SV has painted today

## 9 GO TO THE PUB

NO, NOT TO show off to your mates. Instead, there is no better way to end a day like today than with a single pint of decent ale, supped in solitude while your brain digests the glut of information that it has been fed since before the break of dawn this morning.

The Lamborghini Aventador SV may be lighter, faster and more powerful than the 'regular' Aventador but – and this is far more important – it's simply a better car. Not only is it dynamically on another level, but it's also a more pleasant place in which to just exist.

It is finally what all Lamborghinis should be: an outrageous slice of automotive theatre whose looks make no promise that the car beneath cannot deliver. A Ferrari F12 is a better car for sure, but more memorable? Probably not. And that is what a day in a Lamborghini must provide above all: memories of extraordinary experiences that soak into your brain and stay there. I think we can call that job done.



## 10 GET AN EARLY NIGHT

After a day like today, you're going to need one.





# STOLEN IN LONDON SMUGGLED TO AFRICA

An insurance scam resulted in a stolen Lexus RX450h making a 6000-mile journey over land and sea, hidden from prying eyes inside a shipping container. But, as **Matt Burt** reports, the police were watching...

PHOTOGRAPHY WILL WILLIAMS

**O**n 1 May, Neil Thomas, director of investigative services for APU, a company that recovers stolen vehicles, received an alert from a tracking device fitted to a British-registered Lexus RX450h that placed it in Le Havre, France.

The car, the property of Accident Exchange, APU's sister company, which arranges loan cars for drivers involved in accidents that were not their fault, shouldn't have been there because it wasn't insured for international travel.

APU specialises in looking after car fleets and carrying out

investigations relating to accidents and motor insurance fraud. It monitors the movements of cars with a total value of more than £60 million via the use of tracking devices and its own bespoke Asset Recovery Unit.

When the Lexus alert occurred, APU checked out the story of the client to whom the vehicle had been loaned.

Thomas says: "He'd contacted Accident Exchange and explained that he was a non-fault driver who had been in an accident with a dustbin lorry in London. He had its registration, the driver's name and all

of the details for what appeared to be a credible accident.

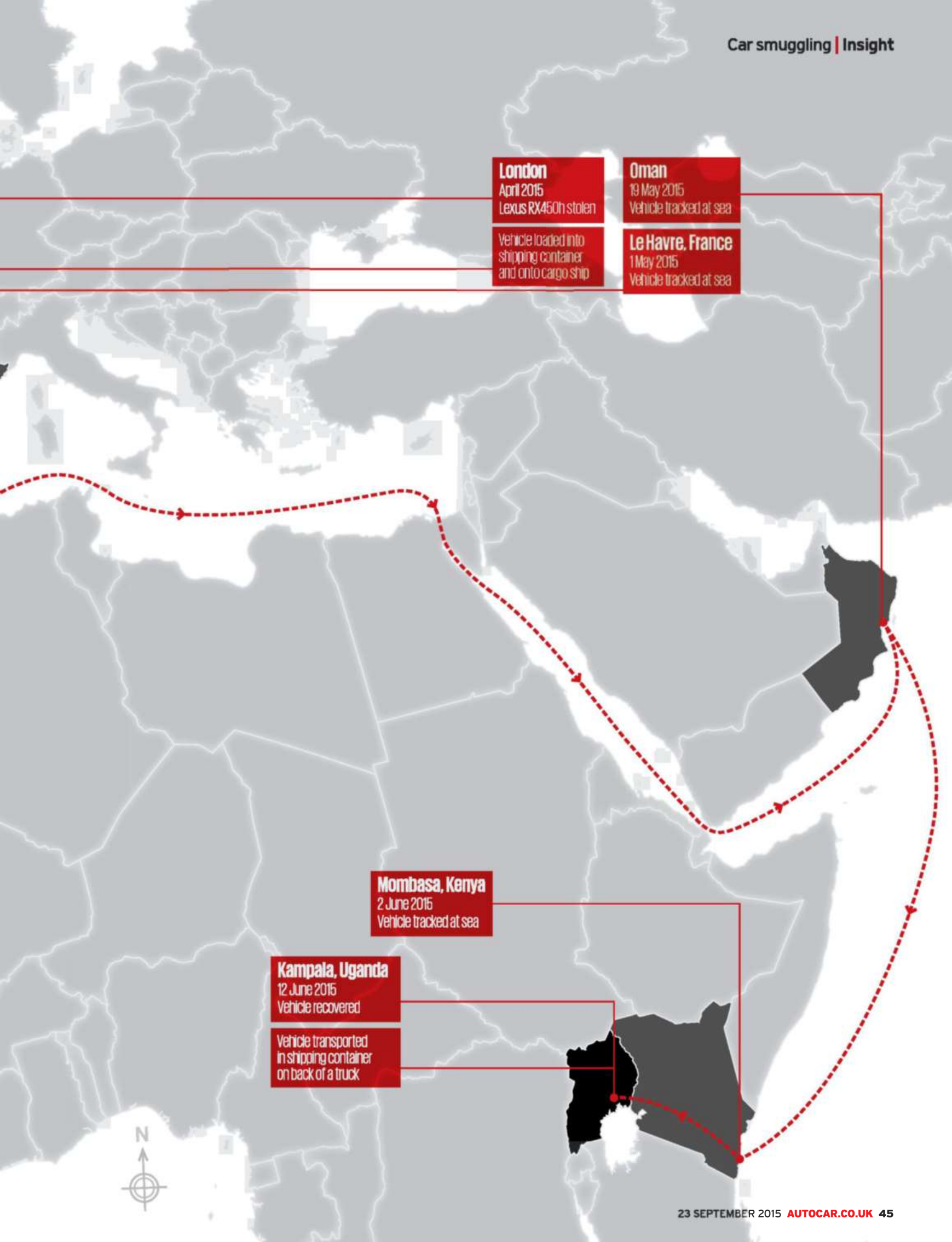
"We dealt with it as a low-level threat because there might have been a legitimate explanation, but when we investigated a bit further we couldn't get hold of the client. He had gone off the radar."

When the tracking system pinpointed that the Lexus was now at sea in a shipping container on a cargo ship, Thomas says "it raised concerns" that the client's identity and accident were works of fiction.

APU gathered a dossier of evidence, tracking the shipping container to Oman. →









Recent UK police roadside checks have targeted high-value stolen cars



## Stolen UK cars had been recovered by the Ugandan authorities but were still sitting in secure compounds

“We could say with certainty that it was on a particular boat so, at that stage, the Metropolitan Police reported it as stolen,” says Thomas.

It was an important step because it meant the Lexus was now in the crime system. APU has an information-sharing agreement with NaVCIS, the National Vehicle Crime Intelligence Service, which in turn notified the National Crime Agency (NCA), an international body that tackles threats facing the UK from serious organised crime.

Paul Stanfield, the NCA’s regional manager for east and southern Africa, says: “In the first three months of 2015, vehicles worth a total of about £100m were stolen in the UK. I was told that Uganda, which is in my management zone, is one of the centres of the market where cars were brought in from the UK and sold on.”

Uganda was once a British protectorate and its motorists still drive on the left, so right-hand-drive vehicles are desirable.

“The cars in Africa can be at least double the price that you would pay in the UK,” says Stanfield. “Importing them and paying the taxes makes the cars very expensive, but also very desirable in Africa.”

As Stanfield dug deeper, he discovered that stolen UK cars had been recovered by the Ugandan authorities in the past but were still sitting in secure compounds. He found myriad reasons for this including communication difficulties between organisations across different continents, stretched police resources and insurers reluctant to go to the expense of recovering the cars to the UK.

Stanfield was determined to take action: “If new cars are being stolen shortly after they’ve been sold, that’s undermining the market because customers won’t buy them and insurers won’t cover them.”

The NCA decided to mount a sting operation when the next UK-registered stolen car turned up in Africa. When Stanfield found out

about APU’s tracker-equipped Lexus, which had reached port in Mombasa, Kenya, he decided it was a perfect opportunity to track the movements of the criminals.

“We had to get permission from APU because the company’s priority is to recover the car,” he says. “The good thing is that Neil Thomas is a former police officer and understood our situation.”

The shipping container, now under covert surveillance by local police, was taken off the boat at Mombasa in Kenya and travelled west across the country on a low-sided truck. Thanks to the car’s tracking device, the police were able to remain at arm’s length and avoid arousing suspicion.

“We identified corruption involving port officials,” says Stanfield. “The vehicle went from Kenya into Uganda, where we saw more corruption at the border.”

The crooks took advantage of discrepancies in customs checks between different nations to smuggle the cars through.

“To take a car into Kenya, it must be examined in the UK to make sure it is roadworthy and not stolen, which, of course, didn’t happen,” says Stanfield. “When you go to Uganda, the onus is on the individual to register it and do the necessary checks, but criminals don’t.”

Instead, to get it into Kenya, the container’s contents were listed as random items. According to its manifest, it should have contained a cement mixer, sacks of used shoes and restaurant tables. Entering Uganda, however, the contents were declared as cars, so that the documentation appeared to be legitimate.

The cars were transported to the Ugandan capital of Kampala and from there to a bonded warehouse, where imported goods are stored until their owners collect them and pay the duty.

Stanfield’s team waited to see who would come to collect the cars, but hopes of catching the criminal ringleaders were in vain.





Free from its container, the Lexus RX450h awaits repatriation from Uganda to the UK



A search of other bonded warehouses yielded 34 high-value cars, including an Audi TT



The local police are key to beating Africa's rogue car importers

"The customer buying the car would be instructed to come to the warehouse and would be responsible for paying any duty," says Stanfield. "So the criminals involved didn't have to turn up at the scene."

Stanfield decided to swoop on the bonded warehouse to preserve the evidence and ensure APU's Lexus didn't disappear into the hands of an expectant Ugandan owner.

"There were three more stolen cars from the UK in the container with the Lexus, and others in the warehouse," he says. "We investigated other bonded warehouses and in total found 34 high-value cars that had been stolen from the UK."

Stanfield hopes that seizing and repatriating the cars will scare off anyone interested in buying a black market car.

"People who had been stopped in stolen cars all argued they had bought them in good faith," he says. "We doubt that was the case, but trying to prove it is another matter."

"I told the Ugandan chief of police it was absolutely essential that we repatriate these cars to the UK to take the incentive out of the market, and he agreed. If people think they can get away by saying they bought the car in good faith, they will continue to do it. Whereas if you take a car off someone who has just paid \$70,000, that is a lot of money to lose."

"All the indications are that, owing to our joint actions, the bottom of the stolen car market is dropping out. The local police say there has been a

real reduction in the number of UK cars turning up in Uganda."

A key factor in the success of Stanfield's operation was that APU's tracking device continued to transmit its position throughout the car's long journey.

"All tracking systems can be blocked, but this is more intelligent than most," says Thomas. "We do a lot of monitoring work, but this one was on a different level because of the geography and logistics."

"Information about most commercially available tracking devices and their fitting instructions are available on the internet. Ours can't be found electronically or physically, and you can't go online and find the instructions."

Stanfield acknowledges that without APU's tracking technology, uncovering the links between UK and Uganda would have taken him much longer: "On my smartphone I was able to see live tracking of the car at any time. The tracking system APU has is brilliant, but as important from my perspective were the people involved – we had the right partnerships in place."

Stanfield hopes that as well as disrupting the UK to Uganda route, the NCA will be able to bring some criminal convictions resulting from its ongoing investigation.

Thomas, meanwhile, is waiting for the Lexus to be put back into a shipping container, this time for a legitimate journey across the sea and home to the UK. **A**



# MAKING HIS OWN WAY

Don't think that Nic Hamilton has it easy in motorsport because his brother is F1 world champ. As he tells **Matt James**, he's had to battle against the odds to reach the BTCC grid

It is unusual for a racing driver to have to visit an osteopath before they get in to the car, but that is a regular feature of Nic Hamilton's British Touring Car Championship preparations.

Hamilton, the younger brother of Formula 1 world champion Lewis, joined the BTCC this year for a part-season campaign in an Audi S3 saloon run by AmD Tuning. He is not registered to score points as he takes his first steps in the series, but he is determined to return for a full attack on the championship next year.

Hamilton, 23, has cerebral palsy, a condition that affects muscle control and movement. He has chosen to race under the slogan 'Driven to inspire', and he hopes his journey will give hope to others suffering from the condition. And his journey has been a tough one.

"Before a race weekend, I will go to the osteopath on the Thursday night, making sure that my neck is straight, my pelvis is in the right place and my ribs are okay," Hamilton says. "By the time I have finished racing on Sunday, maybe two or three ribs will be out of place and my neck will not be feeling great. That means I will be going back to the osteopath on Monday and get it all put back right."

Hamilton has very limited racing experience. He has competed in the Renault Clio Cup and also a Seat in Europe. After a successful background in online racing simulation games, Hamilton knew he wanted to race. But, given his condition, there were lots of barriers to overcome.

"I wasn't even sure that I would be able to drive

a road car, let alone a race car," he says. "The whole idea of becoming a racing driver diminished. It wasn't until I pestered my dad to get me in a car after me being quite successful in online simulation gaming that things started moving."

A visit to PalmerSport in Bedford ensued. "The idea was for me to potter around and get it out of my system," he says. "But on the first day I started matching the instructors and that was a shock to me and everyone else. It went from there and we decided that maybe we could start racing."

After learning fast in Clios and Seats, Hamilton set his sights on the highest level he could achieve.

"Being a Hamilton and the way I am and how determined I am, I'm an all-or-nothing kind of guy," says Hamilton. "I don't want to be racing in a championship that no one knows about and I want to start learning from the best. That is why we chose to start with the Clios. That is one of the toughest one-make series in the UK and that is where we ended up in 2011 and 2012. It was so tough not having any experience and then trying to learn from the best. Then we targeted the BTCC."

He is learning well and came 16th of 28 starters in the third race at Snetterton. There are some misconceptions about his pace – and the career boost that he might be getting from elsewhere.

He says: "This year has nothing to do with my family backing. It just isn't true that I have all these millions of pounds behind me. This is about me going out there and finding the money to take part. I can show people my story and inspire people at the same time."

"I was never wrapped up in cotton wool. I was always treated like an able-bodied individual. That is what has made me so stubborn and determined to fight for what I want. At the moment, it is hard just to step in to the BTCC and be quick straight away because there is so much to learn. I think it is just my commitment and determination and how I go about things that are going to make me finish the season in a positive manner. Hopefully for next year, if I can work hard and get the budget for myself, then I would like to be on the grid for the whole season." **A**



Celebrity big brother: Lewis also has the 'Hamilton grit'



Hamilton finished 16th in the third race at Snetterton







Hamilton is competing in selected BTCC events



Hamilton: "I am an all-or-nothing kind of guy"

## SPECIAL MODS FOR NIC'S S3

NIC HAMILTON'S AUDI has been modified to enable him to drive it effectively. Amd Tuning team chief Shaun Hollamby explains: "The car runs a brake and throttle pedal only. The clutch is on paddles either side of the steering wheel."

"The pedals have been moved further apart and are of a wider than normal construction to accommodate the angle of Nic's ankles. Apart from that the car is standard."

"Before we started, I expected us to have to do a lot of work with brake master cylinders and throttle maps to help Nic get the best from the car. This has not proved to be the case."

"Nic has worked hard on his leg strength since his Clio days and now is able to apply the same level of brake pressure that an able-bodied driver can apply. His throttle inputs are smooth and progressive and consistent with other drivers that we have run."



# Porsche Cayman GT4

Has the Cayman's true sporting potential been finally unleashed?

**MODEL TESTED** GT4

● Price £64,451 ● Power 380bhp ● Torque 310lb ft ● 0-60mph 4.6sec ● 30-70mph in fourth 7.9sec  
● Fuel economy 27.9mpg ● CO<sub>2</sub> emissions 238g/km ● 70-0mph 41.5m ● Skidpan 1.12g

The reason for this test is not because you might be thinking about placing an order for a new Porsche Cayman GT4. If you failed to do that before the car was even announced, and if you weren't a customer already known to your local dealer, you left it far too late to do that. To get one now, you'll have to part with well over its nominal list price for one of the several hundred that were built – of which only around 50 are destined for the UK.

No, the point of this test is not to serve as a new car buyer's guide but simply to assess the state of Porsche's most ambitious Cayman yet.

**WE LIKE** Sublime handling and body control ■ Limited-run, GT-lite feel ■ Fine performance



● This air outlet combines with the more effective air intakes below it to suck cooling air through the GT4's front end. It also contributes to front-axle downforce.



● GT4's whole front valance is new and these enlarged air intakes are its most conspicuous features. Rubbery splitter underneath deforms if it comes into contact with anything.



● There are three heat exchangers behind the front bumper and these side intakes also send cool air to the brakes, which are iron as standard and carbon-ceramic as an option.



● This 20in alloy wheel design is based on that of the 911 GT3 but uses lug bolts rather than centre locks. Black painted finish is a cost option.



The GT4 represents something significant for the Cayman. Not only is it the first time the 'GT' moniker has been applied to the sub-911 mid-engined coupé, but it is also the first time a Cayman has been granted more power than a contemporary 911. It's the first road-going Cayman designed and engineered in Weissach, home of Porsche's 'Motorsportzentrum', where Porsche's racing cars and GT-badged 911s are developed and tested. As a result, the GT4's pedigree is impeccable. And tantalisingly so, containing as it does elements of high-end Porsches – from GT3 to



GTS was used as the basis for the GT4

918 – along the way. It is nothing less than the greatest expression yet of what a Cayman can be.

Hitherto, the Cayman has been capped, partly because Porsche has been concerned about what damage

a car with the intrinsic mid-engined balance of a Cayman could do to sales of the 911, and partly because some of its management were unconvinced that a faster and more expensive Cayman would be worthwhile as a sales or marketing exercise.

As it turns out, both of those fears were unjustified. The GT4 sold out so quickly that it surprised even those who believed in the project from the start. And the numbers of GT4s on the road is so small that the 911 faces no threat. One example, though, has escaped the clamour of customer demand and is here, ready to be put through our eight-page road test.

## DESIGN AND ENGINEERING



"Old-school but not old-fashioned" is how Porsche's head of the Weissach GT department, Andreas Preuninger, defined the Cayman GT4. So you should expect that this is a car of purity, then, but also one that does not shy away from having cutting-edge technology alongside some hands-on goodness.

And so it proves. The Cayman GT4 is significantly different from the Cayman GTS that provides →

**WE DON'T LIKE** Leggy gearing ■ Some option prices are high ■ Not the full 'GT' engine experience



● Cayman's trademark flank air intakes get trim extensions with a nicely understated 'GT4' badging detail on them.



● Fixed rear wing is made of carbonfibre-reinforced polymer and works to generate downforce like a biplane along with the normal spoiler sited below it.

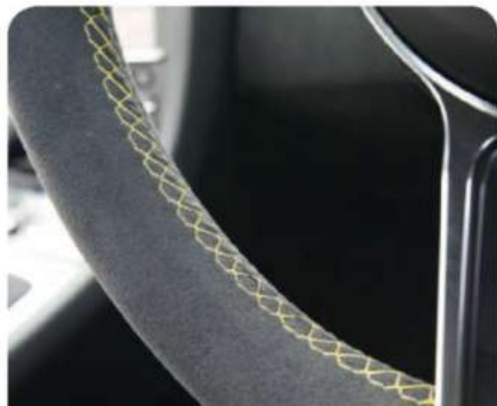


● Full-width rear diffuser looks ostensibly like an angrier and more exaggerated version of what you get on a Cayman GTS.



● Centrally mounted twin pipes with matt-look finishers also look like a Cayman GTS's. The sound they produce is quite different, though – and very much louder.





● That most wondrous of things: a sports car with a round steering wheel. Its size is the same as that of the one found in the 918 Spyder.



● Base seats are good. These optional carbonfibre bucket seats cost an additional £1907 and are absolutely superb.



● This is a focused Cayman, but still the Sport Chrono pack with lap timer is available as an option only, at a cost of £1085.



## MULTIMEDIA SYSTEM

Porsche's part-button, part-touchscreen entertainment and information system is a pretty decent one. The navigation is good, and the lovely thing about having three dials in front of the driver is that the screen on the right can be scrolled to show you a close-up of the nav if, say, you want the central display to stay on the radio or a map overview.

Stereo sound quality is good. It has to be in order to compete with a fair amount of road noise in the GT4, but it powers through that admirably enough. It's a shame you get charged £324 for DAB, though.

Although the Sport Chrono package costs extra on the GT4, here at least it comes with a Track Precision app, which records your laps and shows you how you're getting on against a reference lap on a race track. Nice touch.



← the base point, but it is not just stripped bare. Let's take it from the front backwards. There's a longer nose in order to accommodate the extra space that has been given over to cooling the new engine and providing better aerodynamics. The GT4 is the first Cayman to generate downforce at both the front and rear. The front wheels, which have a 13mm-wider track than standard, are suspended by mostly 911 GT3-derived suspension parts, such as split wishbones and larger wheel bearings.

There are GT3-inspired wheels (although, with five lugs rather than a centre spinner, not actual GT3), which clothe brakes of precisely the same specification as those that come from the GT3 – carbon-ceramic discs by option, and as fitted to our test car. The wheels fill the arches so thoroughly not just because they're large and the track is wider, but also because the ride height has been dropped by a full 30mm – 10mm more than the Cayman's optional sports suspension would leave it.

The interior we'll come to in a moment, but move further back still and you come across the most significant part – on paper, at least – of the GT4 equation: an engine

that comes straight from the outgoing 911 Carrera S, a 3.8-litre naturally aspirated unit making a full 380bhp and landing the GT4 in the kind of performance territory that no small road-going Porsche without an engine in its tail has entered before. Given the intrinsic poised weight balance of a Cayman, it is a tantalising prospect that has long been denied us.

If you went deliberately looking for disappointment in the arrangement, you might argue that you found it when you realised that the engine is not one derived from the motorsport-bound GT3 motor and is a 'mere' Carrera S unit instead, but there are good reasons for that. Firstly, this is (in base form) a £64,000 Cayman, rather than a £75,000 one (before options, at least). Second, and just as important, a GT3 motor's induction system doesn't fit under a Cayman's engine cover, which would leave it making rather a racket in the cabin.

The 3.8-litre flat six from the Carrera S it is, then, located by dynamic engine mounts that can stiffen, should you be driving briskly, which at times you will be, and driving the rear wheels through a six-speed manual gearbox from →



● Liberal use of Alcantara upholstery and carbonfibre, as well as fabric door-pulls, help to mark out the GT4's cabin from those of other Caymans.

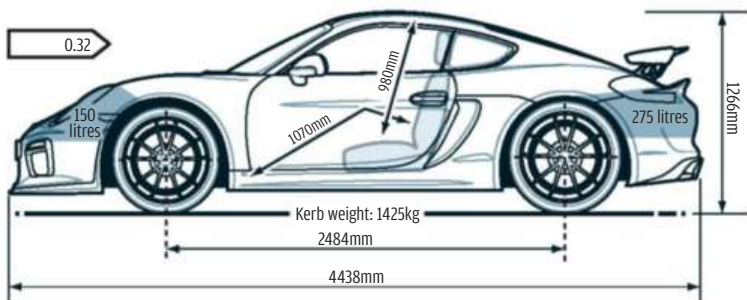


● Decent rear boot makes the Cayman more usable than you might think for a mid-engined car but the Clubsport pack's roll bar limits under-hatch space.



● There's also a front luggage compartment. It's small, at 150 litres, but is quite deep and swells the Cayman's combined load-carrying ability to 425 litres.

## HOW BIG IS IT?



## VISIBILITY

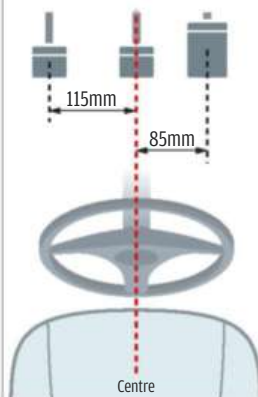
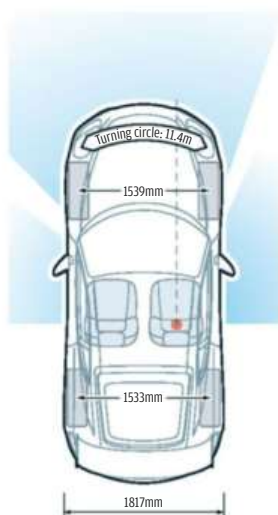
As with other Caymans, visibility is decent although the rear wing adds a few complications.

## HEADLIGHTS

Good on main beam, excellent on high beam.

## WHEEL AND PEDAL ALIGNMENT

Spot on. Dead central wheel and brake pedal; throttle and clutch spaced perfectly.





◀ the GT4. A limited-slip rear differential is standard among rear suspension that also has its share of GT3 componentry, but being struts rather than a 911's multi-link arrangement, it is obviously not quite so much as at the front. However, both the front and rear suspension on the GT4 does get three-stage adjustable camber shims to alter the front/rear handling balance, in case it's not quite to your tastes. More on that in 'On the Limit' (see below).

Finishing things off at the Cayman's rear is a wing as wide as pedestrian impact regulations allow. It, too, is adjustable, although if you angle it too high at the rear, you'll upset the aero balance at the front. Fortunately, there are removable panels at the front around the diffuser, which, if taken out, restore the handling balance to normal. Theoretically, the GT4 is illegal with them removed, but given that they're invisible from above and no MOT

tester will be expecting to look for them, it's fairly safe to say that setting the aero balance of the GT4 to your choice remains in your hands.

## INTERIOR

★★★★★

If there is one section where we can be brief, it's this one because this is where the GT4 remains closest to the original Cayman set-up.

Look for differences and you'll find them – especially if, as was the case with our test car, the options list has been liberally ticked. But by and large, the GT4 does well the very same things that a standard Cayman cabin does well, which is absolutely fine by us. The driving position is low and straight, with a hugely adjustable wheel – 10mm smaller in diameter than standard and the same size as a 918 Spyder's – and an easy pedal layout and perfectly sited gearlever.

It's only in details where the GT aspects make themselves felt. The amount of Alcantara is reassuring. Specify the optional Clubsport pack (£2670) and you'll find a half-cage behind your head. There are 918-derived buckets seats if you tick the box next to the number £1907. Somebody had done precisely that for our test car and, as a result, it has some of the most supportive chairs in motordom.

All of this goes to make the GT4 feel more special, no question, than a regular Cayman. Yet it is no less practical. There is a good-sized boot beneath the front lid, and flatter items can easily be stowed beneath the Cayman's tailgate.

That the engine is in the Cayman's middle means that the rear boot isn't as deep as in, say, a Nissan 370Z, but a combined capacity of 425 litres isn't to be sniffed at. However, we're not here to dwell on luggage capacities. Onwards.

## PERFORMANCE

★★★★★

It's almost a shock to come across a car that requires you to exercise skill to get it off the line quickly these days, but remember: Andreas says this is an old-school car.

Sit at a standstill in the GT4, then, and flatten the throttle and the engine dials in around 4500rpm for you, as if it has launch control. It hasn't. Release the clutch and full control of the revs returns entirely to you. Slip the clutch slightly, allow the tyres to slip slightly and you're away, while being mindful of bogging down (a very real possibility with gearing as leggy as the GT4's, but we'll come to that in a moment).

Porsche claims a 0-60mph time of 4.2sec, which the GT4 will do, but not with two aboard and full of fuel, as per our tests. But at 4.6sec for the

### ON THE LIMIT

A 45/55 front/rear weight distribution is the precise reason that you'd want to see what a GT version of a Cayman is like on a race circuit. No surprise, then, that it turns out to be magnificent.

With the dampers in Sport mode, it resists body movements impeccably, and the optional carbon-ceramic discs wipe off speed time and again without the merest hint of complaint.

The adjustable shims on our test car were left in the middle of their three positions, which gives the GT4 fine turn-in and secure, stable handling. There's more grip than power like this, no doubt, while the handling nudges into steady-state understeer and takes provocation to offer anything much more lively than that. We'd prefer the set-up to be a touch looser at the rear, but even in this state, you can coax the GT4 into a slide by braking on turn-in or giving it 'the send'. The terrific thing is that the choice is largely yours: the GT4 is a blank page and you its author.

### DRY CIRCUIT

**Porsche Cayman GT4**

1min 11.3sec

**Lotus Exige S (2013)**

1min 11.2sec

GT4 feels unburstable on the dry circuit, with repeated laps failing to fry the brakes or the tyres. It prefers to be driven neatly – at least in this set-up.

### WET CIRCUIT

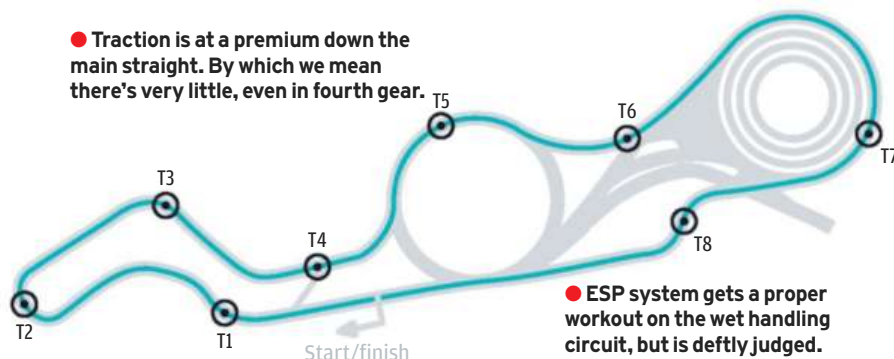
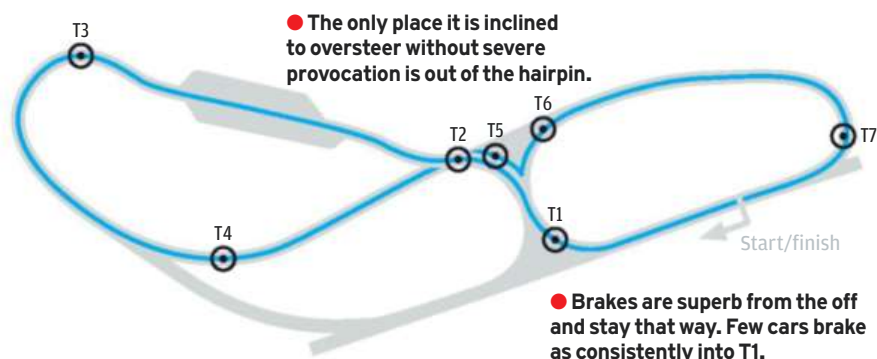
**Porsche Cayman GT4**

1min 29.5sec

**Lotus Exige S (2013)**

1min 19.2sec

Pilot Sport Cup tyres aren't really cut out for the wet, but the Cayman is predictable in the way that it lets go, even though it does so early.



## ACCELERATION 18deg C, dry

**Porsche Cayman GT4**

Standing quarter mile 12.9sec at 113.9mph, standing km 23.0sec at 146.1mph, 30-70mph 3.6sec, 30-70mph in fourth 7.9sec

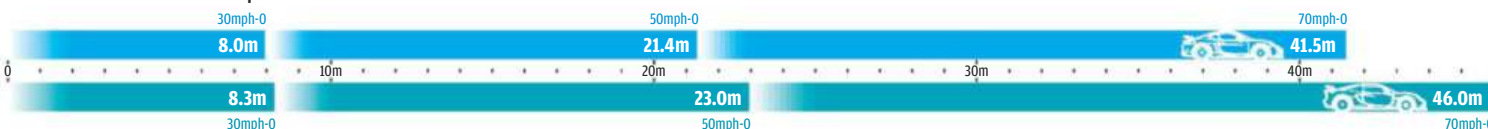


**Lotus Exige S (2013)**

Standing quarter mile 13.0sec at 115.0mph, standing km 23.5sec at 137.4mph, 30-70mph 3.7sec, 30-70mph in fourth 6.4sec



## BRAKING 60-0mph: 2.50sec





It rides well on roads  
yet has all the control  
you want on a circuit



Poise and balance are from the top drawer of chassis control. This is one of those cars that just feels 'right'

0-60mph sprint and covering the standing quarter mile in 12.9sec, the GT4 is for most purposes just as accelerative as the key cars around it: a launch control-equipped BMW M4 wants 12.3sec for the standing quarter mile, for example.

The Cayman would be faster still if it didn't retain the same gear ratios as the Cayman GTS, which most of our testers thought too long then and which remain too long now. It's common for performance cars to have second gears that stretch just beyond 62mph, to provide a good 0-100km/h time. Select second in the GT4 and it will do another 20mph on top of that.

In a GTS, those ratios make the car feel like it takes an age to get into its sweet spot. Things aren't quite so drastic in the GT4 because of the extra torque of its motor and the fact that its 310lb ft comes in from 4750rpm. But still, this is an engine that revs to almost 8000rpm and makes its power peak at 7400rpm. It thrives on revs and it sounds magnificent and displays a fabulous throttle response when it's given them. But despite a terrific gearshift, the opportunity to get there is extremely limited on the

road. Just as well, then, that the GT4 is quite the track car.

## RIDE AND HANDLING

★★★★★

Porsche knows that four out of every five GT customers take their cars on a circuit. But it also knows that they tend to drive the car to those circuits. So although there are 20in wheels with 35 and 30-profile tyres on the GT4, and a 30mm-reduced ride height, this car does not ride harshly.

Porsche is so confident of the Cayman's ability that even the standard mode of the PASM (adaptive dampers) suspension is said to be tuned for the Nürburgring, not for a pockmarked back road. The Sport mode is for more modern, flatter race circuits and keeps body movements in even tighter check. But in either form, the GT4 is seldom harsh.

Instead, it's keen and secure, everywhere, with outstanding body control of the kind that distinguishes a fast Porsche. Yes, on really poor roads, there is ultimately a touch less deftness to the ride than, say, a just-departed era Lotus Evora, but rarely

would you want for more comfort than the GT4 offers. And if you do, there are other Caymans that offer it. You wouldn't want to compromise here on the kind of control that a GT4 will give you.

If the non-GT3 engine makes the GT4 feel GT3-lite, the chassis gives you the real deal, the whole GT Porsche experience. The GT4 steers as convincingly as any car with electric power assistance has done. It has the right weight, the right speed and gives you as many messages as any electrically assisted Porsche.

And poise and balance are from the top drawer of chassis control. The GT4 is one of those cars that just feels 'right'. Its control weights are spot on, the gearshift precise and the brake feel exemplary for a carbon-ceramic system (which costs £4977, but the power and resilience of it make it worth every penny).

After a time, it really doesn't matter that you're not getting near the GT4's limits on a good road. The engine is so punchy, the steering so sweet and the gearshift so delectable that it's easy to get into a delicious rhythm and flow. And on a track? As 'On the Limit' explains, it's better still.

## BUYING AND OWNING

★★★★★

If you want to buy a GT4 now, you'll have to give its owner more money than he or she parted with in the first instance. Initially, at least, this is one of those depreciation-proof limited-run cars.

Whether it'll stay that way ultimately remains a question that only collectors' desires will answer, but for now it rather mitigates one of the few criticisms you could level at the GT4. Although its list price is an enticing £64,451, by the time you've added options worthy of this special-edition Cayman, you could land yourself a price the other side of £80,000. We'd make the argument that's probably worth it anyway, but if it won't depreciate from the place you started, it's hardly relevant.

Fuel consumption is as you'd expect. Drive it hard on a circuit and you'll do well to return 10mpg. Sit back and enjoy the leggy gearing and you could get more than 30mpg. In economy, as in most areas, the Cayman is a great all-rounder. →



## PORSCHE CAYMAN GT4

On-the-road price	£64,451
Price as tested	£81,551
Value after 3yrs/36k miles	na
Contract hire pcm	£916.62
Cost per mile	£1.39
Insurance/typical quote	48E/£1154

## EQUIPMENT CHECKLIST

Sport steering wheel	■
20in alloy wheels	■
Electrically adjustable sports seats in leather/Alcantara	■
Dynamic engine mounts	■
Electronically controlled limited-slip diff	■
Sports exhaust	■
Adaptive bi-xenon headlights	■
Racing Yellow paint	NCO
Ceramic composite brakes	£4977
Clubsport pack (inc. roll-over bar, fire extinguisher, six-point harness)	£2670
Black leather interior	£1344
Sport Chrono pack	£1085
Dual-zone automatic climate control	£518
Full bucket seats	£1907
Porsche Communication Management, inc. sat-nav	£2141
Telephone module for PCM	£527
Sound Package Plus	£396
DAB radio	£324

Options in **bold** fitted to test car  
 ■ = Standard na = not available  
 NCO = no-cost option

## RANGE AT A GLANCE

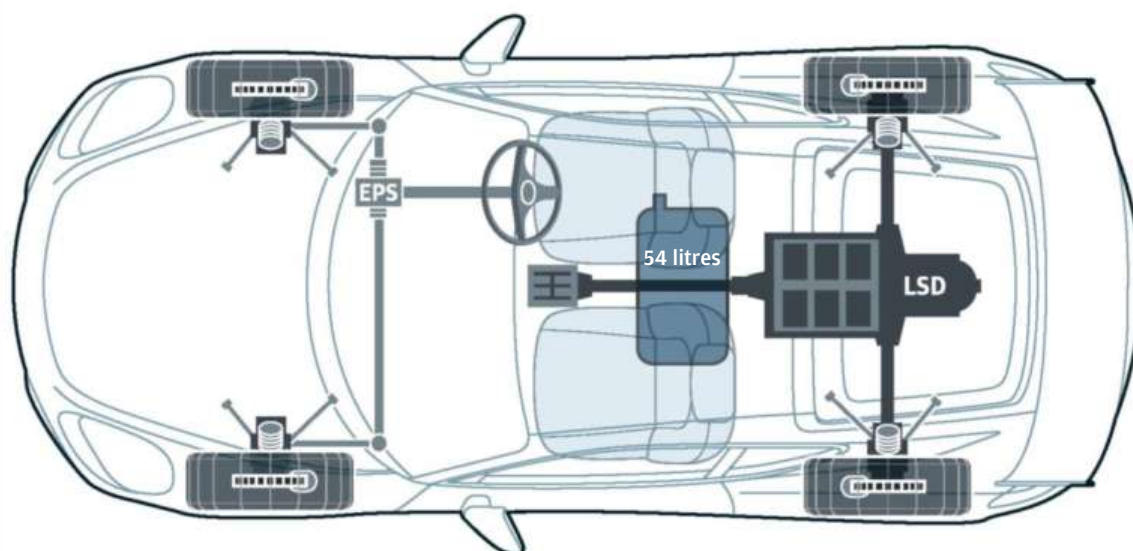
ENGINES	POWER	FROM
2.7	271bhp	£40,224
3.4 S	321bhp	£49,458
3.4 GTS	335bhp	£56,087
3.8 GT4	380bhp	£65,366

## TRANSMISSIONS

6-spd manual ■

## TECHNICAL LAYOUT

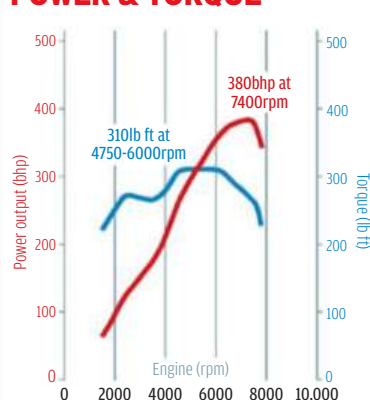
The GT4 follows the same layout as the conventional Cayman: a horizontally opposed six-cylinder engine mounted longitudinally in the middle of a steel monocoque chassis and driving the rear wheels through a six-speed manual gearbox. There's no PDK dual-clutch automatic transmission option on the GT4.



## ENGINE

Installation	Mid, longitudinal, rear-wheel drive
Type	6 cyls horizontally opposed, 3800cc, petrol
Made of	Aluminium head and block
Bore/stroke	102.0mm/77.5mm
Compression ratio	12.5:1
Valve gear	4 per cyl
Power	380bhp at 7400rpm
Torque	310lb ft at 4750-6000rpm
Redline	7800rpm
Power to weight	284bhp per tonne
Torque to weight	231lb ft per tonne
Specific output	100bhp per litre

## POWER & TORQUE



## CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	1340/1425kg
Drag coefficient	0.32
Wheels	8.5Jx20in (f), 11.0Jx20in (r)
Tyres	245/35 ZR20 (f) 295/30 ZR20 (r)
Spare	Michelin Pilot Sport Cup 2 Repair kit

## TRANSMISSION

Type	6-spd manual
Ratios/mph per 1000rpm	1st 3.31/6.2 2nd 1.95/10.6 3rd 1.41/14.6 4th 1.13/18.2 5th 0.95/21.7 6th 0.81/25.5
Final drive ratio	3.89

## ECONOMY

TEST	Average	27.9mpg
	Touring	na
	Track	9.4mpg
CLAIMED	Urban	19.1mpg
	Extra-urban	36.2mpg
	Combined	27.4mpg
	Tank size	54 litres
	Test range	331 miles

## SUSPENSION

Front	MacPherson struts, coil springs
Rear	MacPherson struts, coil springs, anti-roll bar

## STEERING

Type	Electro-mechanical, rack and pinion
Turns lock to lock	2.5
Turning circle	11.4m

## BRAKES

Front	410mm carbon-ceramic discs
Rear	390mm carbon-ceramic discs
Anti-lock	Standard with EBD and brake assist

## CABIN NOISE

Idle	57dB
Max revs in third gear	91dB
30mph	73dB
50mph	75dB
70mph	79dB

## SAFETY

PSM, ABS, EBD, BAS	
Euro NCAP crash rating	Not tested

## EMISSIONS & TAX

CO <sub>2</sub> emissions	238g/km
Tax at 20/40% pcm	£403/£806

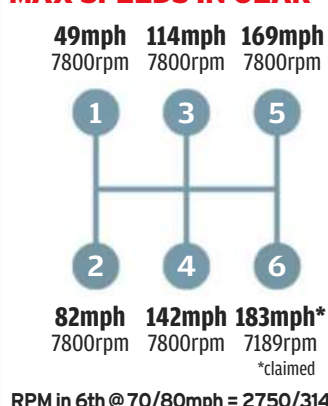
## ACCELERATION

MPH	TIME (sec)
0-30	2.1
0-40	2.7
0-50	3.7
0-60	4.6
0-70	5.6
0-80	6.9
0-90	8.4
0-100	10.0
0-110	12.0
0-120	14.3
0-130	16.9
0-140	20.7
0-150	25.2
0-160	-

## ACCELERATION IN GEAR

MPH	2nd	3rd	4th	5th	6th
20-40	2.4	3.6	4.6	6.4	6.8
30-50	2.2	3.2	4.0	5.1	6.6
40-60	2.1	3.1	3.9	4.8	6.1
50-70	2.1	3.0	3.9	4.8	6.0
60-80	2.3	3.0	3.9	5.0	6.1
70-90	-	2.9	3.8	5.1	6.3
80-100	-	3.0	3.9	4.9	6.6
90-110	-	3.5	3.8	5.1	6.8
100-120	-	-	4.1	5.3	7.1
110-130	-	-	4.8	5.4	7.8
120-140	-	-	6.2	5.9	-
130-150	-	-	-	7.4	-

## MAX SPEEDS IN GEAR



RPM in 6th @ 70/80mph = 2750/3143

# 45/55

GT4's front-to-rear weight distribution, as weighed. A 2.7-litre Cayman, tested in 2013, was precisely the same.

# 4.2sec

The GT4's MIRA dry circuit lap time advantage over its 2.7-litre sibling. GT4 is 88bhp per tonne to the good.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the Cayman GT4, contact Porsche Cars GB, Bath Rd, Calcot, Reading RG31 7SE (0118 930 3666, porsche.com/uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon. Quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

**AUTOCAR ROAD TEST**  
 Read all of our road tests [autocar.co.uk](http://autocar.co.uk)



# Porsche Cayman GT4

**AUTOCAR VERDICT ★★★★★**

The GT-lite experience comes to the Cayman – and it's magnificent


**TESTERS' NOTES**

**MATT PRIOR**

The GT4's gearshift is so sweet and the throttle response so predictable that if you want to practise your clutchless downshifts, there is no better car in which to do it.


**NIC CACKETT**

Fabric door-pulls are a cool touch, but let's not kid ourselves that they have any great weight-saving effect.

**SPEC ADVICE**

None affects the handling, so fill your boots. We'd have the seats, the Clubsport pack and the carbon-ceramic brakes

**JOBS FOR THE FACELIFT**

● Let's just try and make sure there's another, shall we?

Let's assume that you start with five stars here because the GT4 is fabulous to drive but, in the spirit of harsh criticism, you try to lop off half-stars for the Cayman's failings. What to remove for the fact that this car doesn't have a full-on GT engine? Well, it won't fit, and the base price is £64,451 and you can't have one for that. So five stars it stays.

The gearing is too long? With this engine, you notice it less than in a GTS; and Porsche GT boss Andreas Preuninger likes it that way because he likes second as a driving gear. Were it not for him, there'd be no GT4, so we'll let that go, too. Some options are expensive? At the moment, somebody will pay you what you paid for them anyway, which makes that irrelevant.

And that's that. The Cayman is one of those rare things, a five-star car, one that has everything relevant going for it and nothing of note to go against it.

**AUTOCAR**  
ROAD TEST  
**TOP5**

MAKE	1st	2nd	3rd	4th	5th
<b>Model</b>	<b>PORSCHE Cayman GT4</b>	<b>JAGUAR F-Type V6 380 manual</b>	<b>BMW M4</b>	<b>LOTUS Evora 400</b>	<b>ALFA ROMEO 4C</b>
<b>Price</b>	£64,451	£60,260	£57,055	£72,000	£51,500
<b>Power</b>	380bhp at 7400rpm	375bhp at 6500rpm	425bhp at 5500rpm	395bhp at 7000rpm	237bhp at 6000rpm
<b>Torque</b>	310lb ft at 4750-6000rpm	339lb ft at 3500rpm	406lb ft at 1850-5000rpm	302lb ft at 3500rpm	258lb ft at 2100rpm
<b>0-60mph</b>	4.6sec	5.5sec (claimed, to 62mph)	4.3sec (claimed, to 62mph)	4.2sec (claimed, to 62mph)	4.5sec (claimed, to 62mph)
<b>Top speed (claimed)</b>	183mph	171mph	155mph (limited)	186mph	160mph
<b>Fuel economy (combined)</b>	27.4mpg	28.8mpg	32.1mpg	31.0mpg	41.5mpg
<b>Kerb weight (claimed)</b>	1340kg	1584kg	1572kg	1415kg	895kg
<b>CO<sub>2</sub>/tax band</b>	238g/km, 37%	234g/km, 37%	204g/km, 35%	225g/km, 37%	157g/km, 26%
<b>Verdicts on every new car, p70</b>	Divine-handling, tweakable sports car finally given the freedom it deserves. ★★★★★	Equal on power but not grip, which is entertaining in its way. Manual adds to engagement. ★★★★★	A bit more power, a bit less grip. The M4 is enjoyable, but not so committed as the Cayman. ★★★★★	Gives a little of the old ride and steering magic over to handling. Good engine now. ★★★★★	Great to look at, exciting to sit in and drive. Exquisite in many ways, but not in how it drives. ★★★★★



## LETTER OF THE WEEK

### Root and branch review

I can't be the only one confused by current car names/numbers. BMW model numbers no longer denote the size of the engine; Jaguar has a series of Xs dropping back in the alphabet (presumably after the iconic XJ); Mercedes-Benz tries far too hard with 'class' in the description; and Audis are just confusing (isn't A1 a better grade than A8?).

Why don't we have names of trees as car names? It would be especially helpful in promoting a low-CO<sub>2</sub> footprint. Bonsai would be a micro car, redwood a large pick-up truck, oak a trusted, solid, reliable car, poplar... well, you get the idea.

**TC Boles**  
via email



#### WIN

Letter of the week wins a ValetPRO exterior protection and maintenance kit worth £58.95

**Valet PRO**  
PROFESSIONAL VALETING SUPPLIES

#### FUEL PRICE FLUCTUATIONS

I was interested to read Peter Williams' (no relation) justifiable comments about the disparity of fuel prices between supermarkets/high streets and motorway services (Your Views, 9 September).

He should try living in Germany. Fuel prices at high street and autobahn stations fluctuate several times a day, depending on demand. Fuel can be 8-10 cents (6-8 pence) per litre cheaper in the evening (low demand) than in the middle of the day (high demand). It's nothing to do with oil prices. It's pure profiteering.

**Philip Williams**  
Düsseldorf, Germany

#### NO CHARGING AROUND

I have recently taken an extended test drive in the Tesla Model S P85. I agree that the acceleration is addictive but it comes at a severe price.

My test drive was just under 40 miles

and was great fun until I checked the miles of range remaining and realised that those 40 miles had consumed nearly 90 miles of range.

So if you drive a Tesla using the performance available, as you would with any other performance car, the range is really about 150 miles.

At that level of range deterioration, finding a charger would be a full-time job and lead to most journeys being consumed by fear of not reaching it.

**M Hayes**  
via email

#### TITANIUM BRAGGING RIGHTS

In his article on Ariel's prototype titanium chassis, Andrew Frankel suggests it is perhaps the largest welded Ti structure in the world after the Lockheed SR-71 ('Light Fantastic', Low Carbon Vehicles supplement).

It would be had Ariel built it back in



So 40mph left lane and 50mph right lane

#### CHANGE OF PACE

Some people refer to the 'slow' lane or 'fast' lane on dual carriageways. On the A4500, these distinctions appear to exist. This photo (left) was taken while the road was recently being 'upgraded' from a 40mph to a 50mph limit.

**Andrew Bodman**  
Bugbrooke, Northampton

#### LOCATION, LOCATION, LOCATION

Having read 'Haunting High & Low' (Autocar, 9 September), I'm sure I won't be the only Scot to point out that the Rest And Be Thankful is on the A83 just north-west of Arrochar, nowhere near the A93 Perth to Aberdeen road.

**Dougie Jardine**  
Bishopbriggs

#### APPARITION CONTRITION

In 'Haunting High & Low', retracing Rolls-Royce's 1917 Scottish Reliability Trial, is

M Hayes enjoyed the Model S's sheer pace but won't be buying



#### AUTOCAR

What you're saying on autocar.co.uk

### Porsche 911 Carrera's new turbo engines

When a 3.0-litre engine can manage so much and still provide the performance expected, why go larger for a car of such a size? Good job, Porsche.

**mx5xm**

Makes me wonder if the value of a pre-owned normally aspirated 911 is going to go up...

**gillmanjr**

No, because they have to be rare to go up. There are zillions



of normally aspirated 911s around.

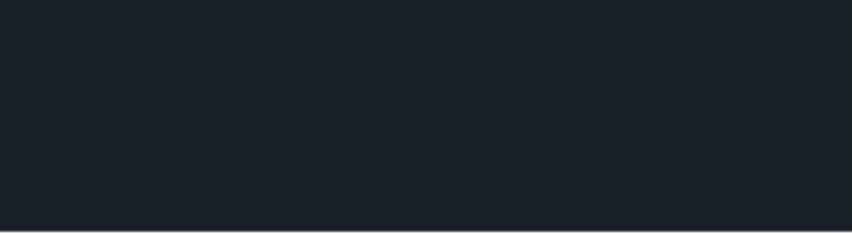
**winniethewoo**

We are now well past the zenith for cars. This is depressing. When

there was a choice, only a few bought a 911 Turbo, even if it was much faster. The best 911s were never about ultimate speed.

**eseaton**





Do you like the name  
or the styling of  
Bentley's new SUV?

that Phantom Coupé masquerading as a Ghost on the lead page? It could be a 'ghostly' apparition...

**Lindsay Preston**

*via email*

*Yes it is, Lindsay. We had the good fortune to drive both a Phantom and a Ghost in Scotland and should have mentioned it in the story. Apologies – MB*

#### DING AND A PRAYER

Dan Trent's report on the BMW M4 struck a chord with me (Our Cars, 26 August).

I can empathise with how Dan felt when he found damage to the bumper of his long-term test car because I've had similar experiences with my own F31-generation BMW 320d Touring.

The first involved just a slight nudge from behind by a van and it resulted in more than £1000 worth of damage. The second was a hit and run inner-city parking scrape that came in at a similar

amount to repair. In both instances, the damage was cosmetic and slight but the repair costs were anything but.

Although BMW is not alone in making cars with bumpers that are more cosmetic adornments than functional attachments, one questions why, when so many other advancements have been made with modern car design, bumpers seem to have taken many steps backwards.

**Colin Ong**

*Christchurch, New Zealand*

#### BAD NAME AND AN UGLY CAR

Am I the only one appalled by the lack of imagination shown by Bentley in naming its hideous SUV the Bentayga? If you are going to create something so ugly, you should at least try and come up with a decent name for it.

Unfortunately, it is following in the footsteps of the F-Pace from Jaguar. Both sound like working title names, not names that you should ever see applied to a production car.

**Colm Storey**

*via email*

#### WORSE THAN A MK1 CAYENNE

Enough, already! Let's not pull any punches: Bentley has produced a dog of an SUV. I did not think it possible to repeat the dreadful first incarnation of the Porsche Cayenne but Bentley has done so, and then some.

The Bentayga looks like something Chrysler would have produced in the bad old days. From the rear-three-quarter angle it looks like a throwback to a 1970s American station wagon. Surely, it can't just be me...

I have nothing against SUVs and agree that the segment should not be ignored. It's the complete lack of design integrity that knocks me for six.

**Peter Smyth**

*via email*



# NEXT WEEK

Inside the magazine – on sale 30 September

## ROAD TEST



**Vauxhall Astra** Definitive verdict on the new Ford Focus and VW Golf competitor



### FIRST DRIVE

**Mini Clubman**

It's larger and roomier than before but does that make it a better car?



### FIRST DRIVE

**Peugeot 308 GTi**

Range-topper guns for the Seat Leon Cupra and Ford Focus ST

## SPECIAL FEATURE



**Aston Martin DB10** UK firm's design boss takes us inside James Bond's new car

CONTENTS SUBJECT TO CHANGE



# OUR CARS

A week in the life of Autocar's fleet



## McLaren 650S Spider

**FIRST REPORT** We know this is a cracking car to drive on a circuit or winding moorland roads but is it really a supercar you can use every day? The next three months will tell us



Photographer Stan Papior had nearly finished taking pictures of me receiving the keys to a shiny new 650S from the sales team of McLaren's swish new Ascot dealership when a man and his two grandchildren walked into the showroom.

To say the kids were excited was an understatement. Out came camera phones as they ran up to each new McLaren on the show floor, frantically taking pictures. They were just as excited by the technicians servicing models next door, by the paint samples on the wall and even by the oversized sweaters hanging from the wall in the merchandise section.

Contrast this with me an hour or so earlier. I'd walked into the dealership as if picking up a McLaren in a supercar dealership was an everyday occurrence.

Watching the kids' reaction, it was finally dawning on me that this was not the time to act like a sensible, cool, knowledgeable motoring journalist (no sniggering at the back) but to just let it all go and get excited inside like a 10-year-old kid.

Having arrived on the 10.09am train from Bracknell to Ascot, I'd be heading off by 11.30am in a 650S and not have to give the keys back for almost three months. Yay for me, and oh my dear god, yes, yes and yes again for my 10-year-old self.

Right, now that's out the way, I'll don the sensible, knowledgeable motoring journalist hat once more. The 650S, the car the 12C morphed into last year, is with us as we bid to find out if a McLaren supercar remains just as easy to live with as the 12C we ran in 2013 after



Sales executive Pete Sanderson gives our man a detailed tour



LEXUS  
NX300H

MAZDA  
2

MAZDA  
CX-3

MAZDA  
MX-5

McLAREN  
650S  
SPIDER

MERCEDES-BENZ  
E-CLASS ESTATE

PORSCHÉ  
PANAMERA

RANGE ROVER  
SPORT

RENAULT  
MEGANE  
TROPHY

RENAULT  
TWINGO

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FABIA

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OCTAVIA

SUZUKI  
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John McIlroy

Steve Cropley

Matt Prior

Matthew Burrow

Mark Tisshaw

Tom Webster

Matt Burt

Steve Cropley

Allan Muir



As standard, this is a £215,250 car; ours came in at £255,930



Even with the engine cover closed, the V8 is on show



Front-mounted 144-litre boot is good for soft bags



Plenty of choice; ours is in Volcano Red, at an extra cost of £4090

## Many superminis have a less supple and compliant ride than the McLaren 650S

being made faster, more powerful and more involving to drive. Various road and group tests have shown us that the 650S is a better car than the 12C, but a better ownership proposition? We'll see.

The 650S we've gone for is the Spider version, which, at £215,250, is £20,000 more than the coupé on which it is based. For that premium, you get a clever roof mechanism that folds the hard-top away in around 15sec, but perhaps best of all of the many tricks and nuances of the Spider version pointed out to me by sales executive Pete Sanderson during a thorough handover is the fact that the glass

engine cover remains so you can admire that twin-turbo 3.8-litre V8 engine.

The V8 is an uprated 641bhp version of the 616bhp unit found in later 12Cs and there's also more torque (500lb ft versus 443lb ft), outputs that help it achieve the quicker 0-62mph time of 3.0sec and a 204mph top speed.

It's a serious machine, then, and one with some serious options, which swell the final price beyond a quarter of a million quid. They're all listed on the right, but key ones include that luscious Volcano Red paint and carbonfibre trim on the outside to contrast against it, the phenomenal-sounding sports exhaust

system and the plush semi-aniline and perforated leather interior. Parking sensors are also a sound investment on a car such as this...

It has only been here five minutes, so early impressions are brief, although the 650S had previously left quite an impression on me last year after its strong showing at our annual Britain's Best Driver's Car contest.

Y400 MCL has picked up where the previous 650S I drove left off. On the first trip in the new car, driving from Ascot to Sunningdale on the A30, I was reminded just how compliant and comfortable the 650S is at 'pottering around' speeds. Many superminis have a less supple and compliant low-speed ride than the 650S and its perfectly weighted steering makes it easy to place this supercar exactly where you want it.

This should be an easy car to live with every day, but that's far too sensible a note to finish on. So let's end with a look at the diary. Tomorrow: 'McLaren track day at Silverstone.' That's more like it. [mark.tisshaw@haymarket.com](mailto:mark.tisshaw@haymarket.com)

### McLaren 650S Spider

Price £215,250 Price as tested £255,930

Options Carbonfibre exterior upgrade £8470, sport exhaust £4790, Volcano Red elite paint £4090, electric steering column £3190, carbonfibre interior upgrade £3190, carbonfibre diffuser £3180, Meridian surround-sound upgrade £3080, electric, heated seats £2730, semi-aniline and perforated leather interior £2730, carbonfibre sill panels £2680, parking sensors £1640, special colour brake calipers £910, **Economy** 23.5mpg **Faults** None **Expenses** None





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AUDI R8 V10 » 592+BHP (+DE-LIMIT)  
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AUDI RS3/RSQ3 » 420+ BHP (+DE-LIMIT)  
AUDI S3 / GOLF R » 373+ BHP (+DE-LIMIT)  
AUDI 3.0TDi (ALL MODELS) » 315+ BHP  
AUDI 3.0 Bi-TDi (ALL MODELS) » 380+ BHP  
AUDI Q7/A8 4.2 TDi » 400+ BHP

### BMW

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X5M / X6M » 618+ BHP  
1M » 411+ BHP  
M3 E90/92 » 445 BHP (+DE-LIMIT)  
M135i/ M235i » 402 BHP  
M4/M3 3.0T » 520+ BHP  
M5 F10/M6 (STAGE 1) » 680 BHP  
M5 F10/M6 (STAGE 2) » 730 BHP  
F10 520D » 240 BHP  
F10 530D » 305 BHP  
335i/135i/X6 » 370+ BHP (+DE-LIMIT)  
123D » 252 BHP

316D/216D/116D » 160 BHP  
318D/218D/118D » 225 BHP  
330D E90 » 296+ BHP  
320D E90 » 215 BHP  
420i/320i/220i/120i » 275+ BHP  
435i/ F30 335i » 390 BHP  
428i/328i » 295 BHP  
535D / 335D / X5 SD » 355+ BHP  
640D/335D/535D/435D » 390 BHP  
730D » 305+ BHP  
X5 4.0D / 740D » 370 BHP  
X5 3.0D » 305 BHP  
X6 X5.0i 4.4 » 500+BHP  
X6 M50D/X5M50D/550D » 450 BHP

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997 CARRERA S » 376+ BHP  
997 CARRERA PDK » 368 BHP  
997 CARRERA GTS » 435 BHP  
997 GT3 UP » 436 BHP  
BOXSTER 3.4S » 336+ BHP  
CAYMAN S » 342 BHP  
MACAN 3.0D » 315 BHP  
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MCLAREN 650S » 720 BHP  
MURCIELAGO LP640 » 707 BHP  
MASERATI Ghibli 3.0S PETROL » 470 BHP  
MASERATI Ghibli 3.0 PETROL » 400 BHP  
MASERATI Ghibli 3.0 DIESEL » 312 BHP  
MASERATI GT/QPORT » 438 BHP  
MASERATI GT S / MC » 479+ BHP  
BENTLEY 4.0 T V8 » 690 BHP  
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# Land Rover Defender

**Mileage | 17,360** Who needs the family-friendly convenience of air travel when you can all drive to the Algarve instead?

It's not such a big deal, you know. It's only 3200 miles and the Defender is a car like any other. A slightly slower, noisier, thirstier and harder-riding car than most cars, but it's still perfectly capable family transport.

Curiously, though, tell people you're driving to southern Portugal and back in a Land Rover Defender 90 and they think you're stark raving bonkers; as if using a car built for adventures to go on a bit of an adventure is the last thing you should be doing. But really, honestly, it's no trouble. Anything but, in fact.

There are four of us in my family and a modern 90 seats four. So two of us sit in the front, where the seating position is fine (a touch cramped to the outside but bags of space to the middle), and the fact that you sit upright and can shift about in your flat seat makes a Defender surprisingly comfortable over distance.

The nippers go in the rear's folding seats. The floor is flat around them and they've bicker-reducing air between them and a shelf each to the outside, so they've space to put things. It's more like sitting in a potting shed than a car. Behind the seats, there's even some room for cheese puffs and Vimto.

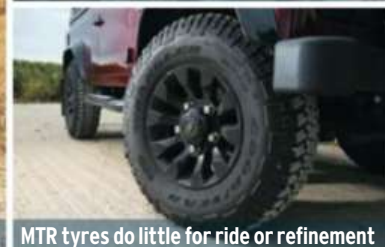
I've bought a multiple 12V/USB socket so the kids can amuse themselves when



When you see a castle at the end of a rough track, a Defender can give you a closer look



Each kid has a bit of space from the other



MTR tyres do little for ride or refinement

there isn't much going on outside, which, beyond Paris, is through most of France. In Paris, they have to crane out of the windows, which are set slightly too low to allow a decent view out normally.

Front and rear seats are close enough for conversation, but we're not tight for space. Remember, a Land Rover used to seat three across the front and as many as you could squeeze on benches in the rear, so four of us hardly challenge it. Still, luggage needs to go on the roof rack. That's the trouble with being 20cm shorter than a Volkswagen Golf yet having a longitudinal engine: there's no boot, so I climb up to the roof every morning and night and get ratcheting.

There are a lot of mornings and nights, because apart from on day one, where P&O dispatches us early to Calais and we want to be near Spain by nightfall, we're taking it easy. Taking

it easy is good in a Defender, because if you don't, and you cruise at 80mph, you'll see off a tankful at 19mpg.

If you potter – 60mph – then even on Goodyear Wrangler MTR tyres, whose stiff, puncture-proof sidewalls upset the ride and whose thick treads hum like an electricity sub-station, you'll return 27, perhaps 28mpg. I can live with that.

In more start-stop driving, it'll do the same 27mpg. In Spain, we stop often. The Defender's off-road capabilities are over-specified for this trip but useful if you see a castle half a mile off the road, accessible only by stony track, and want to take a closer look.

The heat is less oppressive than I feared, too. A 90 has, by most standards, a rudimentary air-con system: push the AC button and it blows seemingly regardless of the fan setting. I'd worried whether it would be powerful

enough, but it can get too cold in the back even when outside it's 38deg C. The front's greater glass area (including a sunroof) means that remains slightly, although not uncomfortably, warmer.

And so it goes: load bags, drive, stop, eat, drink, have fun, drive, stop, unpack, have more fun, until we reach the Algarve, where, thankfully, I don't find there's bloody car launch going on. One restful week later, it's time for a return adventure. Ready for another 1600 miles, family? What do you mean you're flying home?

[matt.prior@haymarket.com](mailto:matt.prior@haymarket.com)

**Land Rover Defender 90 Station Wagon XS**

**Price** £28,180 **Price as tested** £33,200

**Economy** 26.8mpg **Faults** none

**Expenses** none **Last seen** 26.8.15



P&O ferry heralded a day of full-on travel



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# Skoda Fabia

**Mileage | 2945** This is a fine car for town driving, but two things deny it a perfect score

Life around town is pretty relaxing in the Fabia. It's quiet, it deals with speed bumps and potholes in a firm but competent manner and the clutch allows for a smooth getaway at the many traffic lights and roundabouts I have to endure on a daily basis. When our test car arrived, the transmission showed a slight reluctance to move into first gear, but that seems to have disappeared as well.

All that said, there are two things that are preventing it from being perfect city transport, and one of them is starting to bother me more than the other.

The less irksome one is the fuel consumption, mainly because it is entirely predictable that a small turbocharged Fabia is going to struggle to match its 60.1mpg combined economy claim around town. However,



City brake warning system is over-sensitive, although generally not when parked



Fabia's urban economy is disappointing

it is disappointing to see the average economy figure on the dashboard dipping into the 20s on my commute.

I could probably improve that, but doing so would irritate my fellow commuters, because I'd end up slowing them down as well. Although I most probably wouldn't actually add any time to their commutes, I would have to become deaf to the many horns that would be sounded at me, day after day.

Going quickly in town is something I try to avoid for many reasons, over and above the obvious ones, and this brings me to the Fabia's second, more irksome trait. It has the most sensitive city brake warning system I have encountered. To start off with, I thought this was something to which I could adapt my driving style slightly, but it has even beeped loudly at me when I've been approaching an adjoining lane of stationary traffic on a slightly curved road when my own lane was clear.

It's not quite at the stage where I am deaf to the noise – it is a very loud beep – but that might not be too far off.

Heading out of town makes it all better in many ways, though, because the fuel economy heads up towards the 50s and there are fewer things to jump out in front of me.

tom.webster@haymarket.com

## Skoda Fabia 1.2 TSI 90 SE

**Price** £13,450 **Price as tested** £14,070

**Economy** 36.8mpg **Faults** None

**Expenses** None **Last seen** 26.8.15



# Mercedes E-Class Estate

## Mileage 17,777

During my entire education, I left the UK's shores just once. We boarded the Newhaven-Dieppe ferry, went to France, where I bought some frites and bangers (the exploding kind), and came home again. By contrast, next year and among a wide range of

overseas activities, my elder daughter will spend a month trekking in the Himalayas, building a school and tripping over mountains.

Somewhat to her surprise, rather than simply forking out for it, I offered instead the services of a trusty E-Class and a parental chauffeur to enable

her to visit local car boot sales and flog the small warehouse of rubbish she has accumulated in her first 16 years.

It's gone remarkably well, and for two reasons. The first is that having briefly been a retailer in a past life, I understand that it all depends on the site and price. So get there early, bag a decent pitch, price to excite and almost anything will sell. The second reason is the Benz. The daughter keeps on producing tat from ever deeper in the bowels of her bedroom and the E-Class's boot continues to swallow it. Truly, I don't know where it all goes, but after just three sales, there's not much more left and all the stuff that could command any value at all has already gone.

The car also seems almost immune to load conditions. Even if you fill the boot with cardboard boxes full of hardback children's books, your back may complain vociferously as you load them but the Merc's composure will not be in the least affected. If anything, its ride quality is slightly improved.

If there has been disappointment to

date, it is in the seats. Our car is as standard as can be, devoid of a single extra, and the basic seats are just too flat and firm for proper, Mercedes-Benz-grade comfort. I'd advise any considering a long-term relationship with one to spend the extra on some slightly more luxurious chairs.

andrew.frankel@autocar.co.uk

## Mercedes-Benz E220 CDI AMG Sport Estate

**Price new** £38,555 **Price now** £27,950

**Economy** 43.7mpg **Faults** None

**Expenses** None **Last seen** 19.8.15



Standard-issue seats are too flat and firm



# DEALS

Bargain new  
and used motors



## Pretty reliable, reliably pretty

Fiat's 500 sells on its looks, but it's also a dependable, if pricey, used buy. **James Ruppert** investigates

I've been driving brand new cars again. I suppose I ought to apologise, but sometimes doing so helps to make sense of the used car market. Right now, I'm sitting in a brand new Fiat 500, which is a very nice place to be. It is cool and funky and available on a real-world PCP that could put it outside your city pad for just £199 a month.

The thing is, though, squint and the pre-facelift 500 looks pretty much identical to the new one. And you don't buy a 500 for its on-the-limit handling. The conclusion of my unscientific poll of largely female car buyers is that they would buy one (or have done so) because it looks cute. There is nothing wrong with that, of course, given that 99% of male Porsche 911 buyers say

it's a handling thing, when it is, in fact, simply because it looks like a 911.

A good reason for buying a used Fiat 500, however, is that they have proved to be pretty reliable. There have been a few recalls, and the industry-wide issue of blocked diesel particulate filters is all the more reason to stick to a simple petrol model, even though a 1.3 Multijet offers the 70mpg-plus option.

The funny thing is that prices haven't exactly softened in the past few years, a bit like the Mini. The going rate to get inside a decent 1.4 some time ago was £3500, and that is still the case. Maybe the new model will change the situation, so it might pay to be patient and wait for the new 500 effect to kick in.

The Twinair model that replaced the



The 500 has proved to be very reliable

1.4 is now five years old, so you might as well take a look at that, as it delivers free tax as well. Starting money is around £4500, which should get you a Sport or a Plus. Or, if you don't mind paying £30 road tax, there is always the 1.2, which starts at around £3500 but will have close to 100,000 miles showing. And bear in mind that for just a few hundred quid more you could get a 1.2 Pop. The Pop means central locking,

**Most buyers want a Lounge, which delivers air-con as standard, but that means you have to spend £4000-plus**





**P66 James Rupert**  
Used car expert



**P68 Matt Burt**  
Deals expert



**P70 Nic Cackett**  
Data expert

Starting prices for decent Fiat 500s are around £3500

## BANGERNOMICS BEST BUYS



### READER'S CAR: SAAB 900 CONVERTIBLE

Joe Briley has a 1996 Saab 900 2.0 Turbo Convertible with a fresh MOT. It has done just 78,000 miles and has a full history, although sadly the roof doesn't work. If that sounds a bit like an advert, then it sort of is. Joe needs to move it on and is looking for £650 or so. Considering that it has full cream leather and those lovely Turbo alloys, it seems like a bit of a steal – provided you can sort that reluctant roof out. If you're interested, I will ping your details on, but I won't do ads like this every week. It's unprofessional and doesn't pay.

### SEND YOUR BANGERNOMICS TALES TO JAMES

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### WHAT CAUGHT MY EYE THIS WEEK: RANDOM PRICING

The sometimes apparent utter randomness of used car pricing proves the old adage that a car is only worth what someone is prepared to (mistakenly) pay.



### USED CAR DILEMMA: VOLKSWAGEN CARAVELLE

The Caravelle is a minibus by any other name, or just a proper posh van with lots of see-through windows. It's the most real-world practical vehicle on the used market. The Volkswagen badge means a lot at this level.

electric windows and door mirrors, CD with MP3 connectivity, a one-piece folding rear seat and a magic button that makes the power steering even more powerful when parking.

Most buyers, though, want to get into a Lounge, which delivers air-con as standard, but that means you have to spend £4000-plus. You'll also get alloys, a fixed glass sunroof and a split rear seat. The spec can get massively complicated, as customers could specify a mind-numbing range of items.

That's the beauty of the Fiat 500, though: the used market throws up so many options and all you need to do is choose. Just don't pay over the odds and play clever, because prices are going to come down. I think.

FLAT-FLOORED

SEVEN-SEATER





# Bang for buck: your success stories

We asked for your tales of shrewd car buying – when you've chosen used over new and got a faster, more engaging or more luxurious motor for less cash. Here's a snapshot of what you said

## 1 Audi A7 3.0 TDI 272 S line (2015)

Buying nearly new was a strategy that paid off for Roger Hanson, as he explains: "I was due to change my Jaguar XF and wanted a four-seater with an element of exclusivity and performance but wished to avoid smaller prestige manufacturers, such as Maserati and Porsche, where dealerships are

scarce and maintenance costs are at a premium.

"I purchased an eight-month-old Audi A7 3.0 TDI 272 S line with 3600 miles on the clock for £36,750, a saving of more than £16,000 against the list price. It's a pleasure to drive: fast, practical and economical. Bang for buck indeed."



2



## Alfa Romeo SZ (1992)

Stuart Underwood from Weston-super-Mare used Autocar for buying inspiration in 2004. "I was sorely tempted after reading the excellent road test result of the oh-so-sensible Volkswagen Golf 2.0 GTD, although I thought its as-tested price of over £24k a bit steep," he says.

"Later that week, I spotted an ad for

a car I had lusted over for years, the Alfa Romeo SZ, and it was £5k cheaper than the Golf, so in a fit of insanity I bought it.

"Eleven years later, the Alfa is now worth considerably more than I paid and every time I look at it I still can't believe it's mine. For an easy life, buy new. To realise your dreams, buy used."

## Subaru Legacy 3.0 Spec B (2007)

Nigel Johns says: "I bought my automatic version in 2009 for £13,500. The original retail price was over £30k. The car has been totally reliable and the performance is outstanding. It brings a smile to my face each time I drive it.

"This car seems to have been very

much overlooked by British car buyers, although it is very popular elsewhere in the world.

"The fuel economy isn't great if the performance is used but, taken steadily, it can return more than 31mpg on 99-octane petrol."

3







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USED CAR  
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6



### Mercedes-Benz CLK 200K (2008)

Mercedes-Benz enthusiast Gerard Reilly budgeted for a three-year-old Volkswagen Golf diesel but instead fulfilled his dream of putting a three-pointed star on his drive.

"I managed to locate a 2008 CLK 200K with one owner and only 43,000 miles on the clock from a main dealer in the south-east of Ireland," he says.

"The car is Tanzanite blue with tan

leather and the previous owner ticked a good number of boxes on the options list, including an electric sunroof, heated seats, lumbar support, electric memory seats and an electric steering column.

"I paid €16,000 [£11,500] for it, around one-third of its cost new. I think that I have got an SL or CL specification in a more modest CLK. The car drives superbly and has been much admired."

4



### Porsche 911 (2008)

Nick Tiley from Cambridge faced a decision when the time came to move on from his much-loved five-cylinder Ford Focus ST. "You might think that the obvious choice was a Volkswagen Golf R. But the cash outlay on a new one also covered a 2008 '997' Carrera Gen 2 with reasonable mileage. I'm sure that over three or four years, my cost of ownership will work out significantly lower than the Golf and the smiles per mile will be higher. It's a very special car."

5



### Jaguar XFR (2010)

"I have recently bought a 2010 Jaguar XFR," says Martin Willoughby from Cardiff. "Five litres, 503bhp – what a beast! It has one previous owner, 45k miles, a full Jaguar service history and all paperwork and receipts. When new, it cost more than £65k, including extras. The original owner has taken a £43k hit."

Martin rates his car as "awesome" and says "everything works as it should". It's rapid but "on a recent cruise up to north Wales, it returned just under 30mpg".



# NEW CARS A-Z

For full reviews of every car listed here, visit our website, [autocar.co.uk](http://autocar.co.uk)

## Autocar's star ratings explained

- ★★★★★ Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ★★★★ Appalling. Massively significant failings.
- ★★★ Very poor. Fails to meet any accepted class boundaries.
- ★★★ Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ★★★ Off the pace. Below average in nearly all areas.
- ★★★ Acceptable. About average in key areas, but disappoints.
- ★★★ Competent. Above average in some areas, average in others. Outstanding in none.
- ★★★★ Good. Competitive in key areas.
- ★★★★ Very good. Very competitive in key areas, competitive in secondary respects.
- ★★★★ Excellent. Near class leading in key areas, and in some ways outstanding.
- ★★★★★ Brilliant, unsurpassed. All but flawless.

Full road test on [autocar.co.uk](http://autocar.co.uk)

Any car that has had a full Autocar road test is highlighted in yellow.

**FOR FULL RESULTS see page 83**

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>ABARTH</b>				
<b>500 3dr hatch</b> Good value hot hatch. In essence from its great fun to drive				
1.4 T-Jet	£14265	133	155	26
<b>500 CONVERTIBLE 2dr open</b> Open top hot hatch, has a softer ride than the top car				
1.4 16v Turbo T-Jet	£16605	133	155	27
<b>ALFA ROMEO</b>				
<b>MITO 3dr hatch</b> Classy, well equipped and cheap. No dynamic benchmark				
0.9 TB Twinkl 105 Distinctive	£16160	103	98	13
0.9 TB Twinkl 105 DV Line	£16910	103	98	13
1.4 140 N'air TCT Distinctive	£17710	138	124	19
1.4 140 N'air TCT DV Line	£18460	138	124	20
1.7 170 M'air Verde	£20360	168	139	26
1.3 JTDm-2 85 Distinctive	£16745	94	90	11
1.6 JTDm-2 120 DV Line S-S	£17910	118	114	19
1.6 JTDm-2 120 DV Line	£18660	118	114	20
<b>GIULIETTA 5dr hatch</b> Stylish, rewarding family hatch. A new era for Alfa				
2.0 JTDm 175 Excl. TCT	£25840	148	110	20
2.0 JTDm 175 DV Line TCT	£27590	148	110	20
1.4 TB 120 Progression	£18450	118	149	16
1.4 TB 120 Distinctive	£19700	118	149	16
1.4 TB Multir 170 Distinctive	£21200	168	134	23
1.4 TB Multir 170 Excl.	£22950	168	134	23
1.4 TB Multir 170 DV Line TCT	£24245	168	121	23
1.4 TB Multir 170 DV Line	£24700	168	134	23
1.6 JTDm 105 Progression	£19500	103	114	16
1.6 JTDm 105 Distinctive	£20750	103	114	16
1.6 JTDm 105 Excl.	£22500	103	114	16
1.6 JTDm 150 Distinctive	£21930	148	110	20
2.0 JTDm 150 Excl.	£23680	148	110	20
2.0 JTDm 150 DV Line	£25430	148	110	20
<b>4C 2dr coupe</b> A singular statement. Flawed, perhaps, but the best current Alfa by miles				
1.75T	£51500	237	159	30
<b>ALPINA</b>				
<b>B3 2dr coupe</b> Rapid, usable and cheaper alternative to an M3				
3.0 S Biturbo	£51350	294	224	-
<b>4dr saloon</b> Rapid, usable and cheaper alternative to an M3				
3.0 S Biturbo	£50350	294	224	-
<b>3.0 CONVERTIBLE 2dr open</b> Rapid, usable, cheaper alternative to an M3				
3.0 S Biturbo	£54650	294	225	-
<b>3.0 TOURING 5dr estate</b> Rapid, usable and cheaper alternative to an M3				
3.0 S Biturbo	£51350	294	225	-
<b>3.0 S Biturbo</b> Huge pace, but let down by unimpressive dynamics				
85 Biturbo	£71950	507	252	-
85 Biturbo	£71950	507	252	-
<b>3.0 TOURING 5dr estate</b> Huge pace, but let down by unimpressive dynamics				
85 Biturbo	£71950	507	255	-
<b>4dr saloon</b> Makes sense on an autobahn but not for the UK				
4.4 V8 Switch-tronic	£90850	500	282	-
4.4 V8 Switch-tronic LMB	£90850	500	282	-
<b>3.0 4dr saloon</b> Precise dynamics with added Alpina lures, and a great engine				
3.0 Biturbo	£46950	345	139	30
<b>3.0 4dr saloon</b> Rapid, usable and cheaper alternative to an M5				
3.0 Bi-Turbo	£59950	340	155	-
<b>XD3 5dr 4x4</b> Alpina's first SUV is a triumph. Hugely fast, capable and desirable				
3.0 XD3	£54950	345	49	-
<b>ARIEL</b>				
<b>ATON 0dr open</b> Superbly fast track mentality. As exhilarating as a cat				
245	£29221	245	-	-
300	£34319	300	-	-
<b>ASTON MARTIN</b>				
<b>RAPIDE 4dr saloon</b> Four-door Aston is more practical, but just as charming				
5.9 V12 S	£149995	550	355	-
<b>VANTAGE 2dr coupe</b> Stunning Brit sports car. V12 is a new benchmark for Aston				
4.7 V8	£84995	420	299	-
4.7 V8 S	£99995	420	299	-
5.9 V12 S	£138000	565	388	50
<b>VANTAGE ROADSTER 2dr open</b> Top-top sports car. Vantage's relaxed nature				
4.7 V8	£98995	420	299	-
<b>Audi</b>				
<b>A1 3dr hatch</b> Audi's answer to the Mini. Fun and refined				
1.4 TFSI 125 Sport	£16730	123	115	21
1.4 TFSI 125 S line	£18125	123	117	21
1.4 TFSI 150 S line	£19520	148	112	25
2.0 TFSI 201 S line	£25420	228	162	33
1.6 TDI 116 SE	£15430	114	92	19
1.6 TDI 116 Sport	£17405	114	92	19
1.6 TDI 116 S line	£19400	114	92	19
<b>A1 5dr sportback</b> Rear doors add convenience to an attractive package				
1.4 TFSI 125 Sport	£17350	123	118	21
1.4 TFSI 125 S line	£19345	123	119	21
1.4 TFSI 150 S line	£20140	148	112	25
2.0 TFSI 201 S line	£26155	228	166	33
1.6 TDI 116 SE	£14050	114	92	19
1.6 TDI 116 Sport	£18025	114	92	19
1.6 TDI 116 S line	£20020	114	92	19
<b>A3 3dr hatch</b> Classy interior, stable handling and good engines. Second only to the Golf				
1.2 TFSI 110 SE	£18615	108	117	17
1.6 TDI 110 ultra SE Technik	£21615	108	89	17
2.0 TDI 184 quattro S line	£29945	148	129	26
2.0 TDI 184 quattro Sport	£27195	148	127	26
2.0 TDI 184 S line	£24885	148	112	27
2.0 TFSI 300 quattro S3	£30980	296	162	36
1.2 TFSI 110 Sport	£20015	108	117	17
1.2 TFSI 110 S line	£22125	108	114	18
1.4 TFSI 125 SE	£19915	123	122	18
1.4 TFSI 125 Sport	£21315	123	122	19
1.4 TFSI 125 S line	£22465	123	124	20
1.4 TFSI 150 SE ACT	£20165	148	109	23
1.4 TFSI 150 SE ACT	£22165	148	109	23
1.4 TFSI 150 S line ACT	£24315	148	111	24
1.8 TFSI 180 Sport	£22905	178	135	27
1.8 TFSI 180 quattro Sport	£26830	178	149	27
1.8 TFSI 180 S line	£26055	178	135	27
1.8 TFSI 180 quattro S line	£29055	178	153	28
1.6 TDI 110 ultra SE	£20865	108	89	17
1.6 TDI 110 Sport	£22265	108	105	17
1.6 TDI 110 S line	£24415	108	107	18
2.0 TDI 150 SE	£22215	148	108	21
2.0 TDI 150 SE Technik	£22965	148	108	21
2.0 TDI 150 Sport	£23615	148	108	21
2.0 TDI 150 S line	£25765	148	109	21
<b>A3 4dr saloon</b> All the A3's standard attributes in a saloon body. S3 great looking				
1.4 TFSI 150 ACT Sport	£22335	148	110	23
1.6 TDI 110 S line	£25585	108	106	18
1.8 TFSI 180 quattro S line	£30225	178	153	28
1.8 TFSI 180 quattro Sport	£28000	178	149	25
1.8 TFSI 180 Sport	£25075	178	135	27
2.0 300 quattro S3	£33580	296	164	36
2.0 TDI 150 Sport	£24785	148	107	23
1.4 TFSI 150 ACT S line	£25485	148	112	24
1.8 TFSI 180 S line	£27225	178	135	24
1.6 TDI 110 Sport	£23435	108	104	17
2.0 TDI 150 S line	£26935	148	108	24
2.0 TDI 184 S line	£26055	181	114	28
2.0 TDI 184 Sport	£28205	181	114	28
2.0 TDI 184 quattro Sport	£28965	181	127	26
2.0 TDI 184 quattro S line	£31115	181	129	26
<b>A3 5dr sportback</b> Classy interior, stable handling and good engines. Second only to the Golf				
1.4 TFSI 125 S line	£24085	123	124	20
1.4 TFSI 125 Sport	£21935	123	122	19
1.8 TFSI 180 quattro S line	£29675	178	153	28
1.8 TFSI 180 S line	£26675	178	135	27
1.8 TFSI 180 Sport	£24525	178	135	26
2.0 TDI 150 S line	£26385	148	109	21
2.0 TDI 150 SE	£22835	148	108	21
2.0 TDI 150 Sport	£24235	148	108	21
2.0 TDI 184 quattro S line	£30565	175	129	26
2.0 TFSI 300 quattro S3	£31660	296	162	36
1.2 TFSI 110 SE	£19235	108	117	17
1.2 TFSI 110 Sport	£20635	108	117	17
1.2 TFSI 110 S line	£22245	108	114	18
1.4 TFSI 125 SE	£20535	123	122	18
1.4 TFSI 150 SE ACT	£21385	148	112	23
1.4 TFSI 150 Sport ACT	£22785	148	112	23
1.4 TFSI 150 S line ACT	£24935	148	114	24
1.4 TFSI 150 e-tron	£35340	201	37	29
1.8 TFSI 180 quattro Sport	£27450	178	149	27
1.6 TDI 110 ultra SE	£21485	108	89	17
1.6 TDI 110 ultra SE Technik	£22235	108	89	17
1.6 TDI 110 Sport	£22885	108	105	17
1.6 TDI 110 S line	£25035	108	107	18
2.0 TDI 150 SE Technik	£23585	148	108	23
2.0 TDI 184 Sport	£25505	175	127	27
2.0 TDI 184 quattro Sport	£28415	175	127	26
2.0 TDI 184 S line	£27655	175	124	28
<b>A3 CABRIOLET 2dr open</b> Measured success, but the usual sacrifices make it fun free				
1.4 TFSI 150 S line	£29675	148	118	26
1.4 TFSI 150 SE	£26125	148	116	24
1.4 TFSI 150 Sport	£27125	148	116	25
1.8 TFSI 180 S line	£32895	178	133	29
1.8 TFSI 180 Sport Au	£30445	178	133	29
2.0 TDI 150 S line	£31125	148	115	27
2.0 TDI 150 SE	£27125	148	113	24
2.0 TDI 150 Sport	£28975	148	113	25
1.8 TFSI 180 Sport	£29265	178	140	29
1.8 TFSI 180 quattro Sport	£32225	178	154	29
1.8 TFSI 180 S line	£31415	178	140	31
1.8 TFSI 180 quattro S line	£34415	178	152	32
2.0 TFSI 300 quattro S3	£39245	296	165	42
1.6 TDI 110 SE	£26225	108	110	17
1.6 TDI 110 Sport	£27625	108	118	18
1.6 TDI 110 S line	£29125	108	112	20
2.0 TDI 184 Sport	£30425	181	131	30
2.0 TDI 184 S line	£32395	181	131	31
2.0 TDI 184 quattro S line	£35425	181	134	31
2.0 TDI 184 quattro Sport	£33285	181	132	30
<b>A4 4dr saloon</b> Highly competent and quality laden. leaves dynamic finesse to its rivals				
2.0 TDI 150 Black Edition	£31005	148	119	24
2.0 TDI 150 S line	£30230	148	119	23
2.0 TFSI 225 quattro S line	£36205	148	127	23
2.0 TDI 150 SE	£30275	148	127	23
2.0 TDI 177 SE Technik	£29620	175	126	27
2.0 TFSI 225 quattro Black Edit	£35275	222	155	33
2.0 TFSI 225 quattro S line	£34500	222	155	33
2.0 TFSI 225 quattro SE	£31645	222	155	32
2.0 TFSI 225 quattro SE Technik	£32945	222	155	33
1.8 TFSI 120 SE	£24385	118	151	19
1.8 TFSI 120 SE Technik	£25485	118	151	19
1.8 TFSI 120 S line	£27240	118	151	20
1.8 TFSI 120 Black Edition	£28015	118	151	20
1.8 TFSI 170 SE	£26600	168	134	25
1.8 TFSI 170 SE Technik	£27420	168	134	24
1.8 TFSI 170 S line	£28855	168	134	26
1.8 TFSI 170 Black Edition	£29630	168	134	26
3.0 V6 333 S4	£39610	328	178	36
3.0 V6 333 S4 Black Edition	£40685	328	178	36
2.0 TFSI 225 quattro Black Edit	£37600	222	157	33
2.0 TFSI 225 quattro S line	£36420	222	157	33
2.0 TFSI 225 quattro SE	£33995	222	149	33
2.0 TFSI 170 SE	£29200	168	134	27
3.0 TFSI 333 S	£43790	328	184	41
3.0 TFSI 333 S4 Black Edition	£44685	328	184	42
4.2 V8 R55	£59920	444	246	45
1.8 TFSI 163 Ultra SE	£31590	161	109	28
2.0 TFSI 177 SE	£31470	175	126	28
2.0 TFSI 177 S line	£34660	175	126	29
2.0 TFSI 177 Black Edition	£35135	175	126	29
2.0 TFSI 177 quattro SE	£33125	175	134	28
2.0 TFSI 177 quattro S line	£35715	175	134	28
2.0 TFSI 177 quattro Black Edit	£36790	175	134	29
2.0 TFSI 204 S line	£37640	201	1	-



# AUTOCAR TOP FIVES

## Hardcore sports



**1 Porsche 911 GT3** From £100,000  
A singular achievement. The 911 hard-fired to a near-flawless finish. Too perfect? You'll struggle to care. ★★★★★



**2 Ferrari 458 Speciale** From £208,000  
Huge premium means it can't overcome the GT3, but that doesn't stand between it and greatness. Fabulous. ★★★★★



**3 Aston Martin V12 Vantage S** From £138,000  
The best Aston in a decade. All the bruiser's edges have been smartly smoothed away. What's left is plain magic. ★★★★★



**4 Lotus Exige S** From £53,000  
Only fantasy machines of a rare and expensive calibre are capable of seeing off the Lotus. It's that good. ★★★★★



**5 Nissan GT-R Nismo** From £125,000  
Nismo version takes the GT-R boldly into new realms of fantasy. Has to be driven to be believed. Still short on soul. ★★★★★

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group	Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
4.2 V8 RS5	£69,955	444	249	41	2.0 TDI 150 SE	£26,920	148	119	20	BMW					218i M Sport	£27,175	134	127	-
2.0 TDI 177 SE	£34,575	175	127	29	2.0 TDI 150 quattro SE	£28,480	148	131	20	1 Series 3dr hatch	Measures up on space and				220i Sport	£22,490	187	145	-
2.0 TDI 177 S line	£37,825	175	127	30	2.0 TDI 150 S line	£29,470	148	122	21	comfort now. Still no 3 Series	★★★★★				220i Luxury	£28,240	187	145	-
2.0 TDI 204 S line	£41,555	201	138	33	2.0 TDI 150 quattro S line	£31,330	148	134	21	118i SE	£20,245	134	125	18	228i M Sport	£29,240	187	149	-
2.0 TDI 245 quattro S line	£45,220	242	167	39	2.0 TDI 150 quattro S line Plus	£33,380	148	140	21	118i Sport	£21,245	134	129	18	214d SE	£25,110	114	108	-
<b>A6 4dr saloon</b> The best springing Audi saloon, and one of the most appealing full stop	★★★★★				2.0 TDI 184 quattro SE	£29,280	181	139	24	118i M Sport	£23,075	168	133	19	214d Sport	£26,360	114	108	-
3.0 biturbo 320 quattro Black Ed	£51,635	216	164	44	2.0 TDI 184 quattro S line	£31,845	181	143	24	120i Sport	£22,295	134	136	21	214d Luxury	£27,110	114	108	-
3.0 biturbo 320 quattro S line	£48,990	216	159	43	2.0 TDI 184 quattro S line Plus	£34,195	181	148	25	120i M Sport	£24,995	134	139	22	214d M Sport	£28,110	114	111	-
3.0 TDI 218 Black Edition	£43,135	215	127	35	<b>Q5 4dr 4x4</b> Exceptionally good handling for an SUV, but very compromised ride	★★★★★				125i M Sport	£26,375	215	157	28	214d SE	£26,255	148	115	-
3.0 TDI 218 quattro Black Ed	£44,895	215	138	40						M135i	£31,280	315	188	37	214d Sport	£27,595	148	115	-
3.0 TDI 218 quattro S line	£42,720	215	133	39	2.0 TFSI 180 quattro S line PI	£36,270	178	174	29	116d SE	£21,180	114	94	15	214d Luxury	£28,255	148	115	-
3.0 TDI 218 quattro SE	£40,195	215	133	39	2.0 TFSI 180 quattro SE	£31,370	178	174	28	116d ED Plus	£22,930	114	89	15	214d M Sport	£29,255	148	119	-
4.0 TFSI 450 SE	£46,455	268	138	42	2.0 TFSI 180 quattro S line	£33,770	178	174	29	116d Sport	£22,180	114	103	15	220d xDrive Sport	£32,005	187	129	-
4.0 TFSI 450 Ultra SE	£42,295	187	113	32	2.0 TFSI 225 quattro S line	£32,845	222	173	29	114d SE	£22,180	114	103	15	220d xDrive Luxury	£32,755	187	129	-
2.0 TDI 190 Ultra S line	£34,820	187	114	33	2.0 TFSI 225 quattro S line Plus	£35,300	222	179	29	114d Sport	£22,325	148	104	19	330d xDrive M Sport	£33,885	187	134	-
3.0 TDI 190 Ultra Black Ed	£36,995	187	119	33	2.0 TFSI 225 q'tro S line Plus	£37,800	222	181	30	118d Sport	£22,325	148	104	19	330d SE	£31,275	218	129	36
3.0 TDI 218 SE	£38,435	215	122	34	2.0 TDI 150 quattro SE	£31,720	148	147	21	118d M Sport	£25,025	148	114	20	330d SE	£31,275	218	129	36
3.0 TDI 218 S line	£40,960	215	122	35	2.0 TDI 150 quattro S line	£34,120	148	150	21	120d Sport	£24,775	187	114	24	330d xDrive SE	£30,975	181	128	30
3.0 TDI 272 quattro SE	£41,755	268	133	41	2.0 TDI 150 quattro S line Plus	£36,655	148	152	22	120d M Sport	£26,475	187	118	25	330d SE	£31,275	218	129	36
3.0 TDI 272 quattro S line	£42,880	268	133	42	2.0 TDI 177 quattro SE	£37,510	175	154	25	125d M Sport	£29,800	221	121	30	330d SE	£31,275	218	129	36
3.0 TDI 272 quattro SE	£44,645	268	133	43	2.0 TDI 177 quattro S line	£37,510	175	154	25	118i SE	£20,775	168	125	18	330d xDrive SE	£31,275	218	129	36
<b>A6 Avant 4dr estate</b> A capable stress buster, brilliant a quant killer	★★★★★				2.0 TDI 245 quattro SE	£38,370	241	169	33	118i Sport	£21,775	168	129	18	330d xDrive SE	£31,275	218	129	36
3.0 biturbo 320 quattro Black Ed	£53,330	216	169	44	2.0 TDI 245 q'tro S line Plus	£40,770	241	169	34	118i M Sport	£22,305	168	131	19	ActiveHybrid 3 Luxury	£43,900	306	141	29
3.0 biturbo 320 quattro S line	£50,480	216	164	43	<b>Q7 4dr 4x4</b> Seven-seat SUV feels like a BMW X5 at Land Rover is better	★★★★★				120i Sport	£25,525	134	139	22	ActiveHybrid 3 M Sport	£43,900	306	141	29
3.0 TDI 218 Black Edition	£45,185	215	130	35						125i M Sport	£26,905	215	157	28	314i SE	£24,255	134	128	23
3.0 TDI 218 quattro Black Ed	£46,960	215	144	40	3.0 TDI 204 S line Plus	£51,155	201	189	37	M135i	£31,730	315	188	37	314i SE	£25,105	134	128	23
3.0 TDI 218 quattro S line	£44,770	215	138	39	3.0 TDI 245 S line Plus	£52,485	237	195	41	116d SE	£21,710	114	94	15	314i Sport	£25,405	134	128	23
3.0 TDI 218 quattro SE	£42,245	215	138	39	3.0 TDI 245 S line Sport Editi	£55,585	237	195	41	116d ED Plus	£22,560	114	89	15	320i SE	£27,720	181	148	30
3.0 TDI 272 quattro Black Ed	£48,520	268	144	42	3.0 TDI 245 S line Style Editi	£55,585	237	195	41	116d M Sport	£22,710	114	103	15	320i Sport	£27,720	181	148	30
4.0 TFSI 560 RS6	£78,790	552	223	50	4.0 TDI 340 S line Plus	£62,220	335	242	46	116d SE	£22,710	114	103	15	320i SE	£27,720	181	148	30
4.0 TFSI 450 SE	£58,455	229	127	34	4.0 TDI 340 S line Sport Editi	£65,220	335	242	47	118d SE	£22,855	148	104	19	320i M Sport	£29,985	181	151	31
2.0 TDI 190 Ultra SE	£34,345	187	118	32	4.0 TDI 340 S line Style Editi	£67,320	335	242	47	118d Sport	£22,855	148	104	19	320i M Sport	£29,985	181	151	31
2.0 TDI 190 Ultra S line	£36,870	187	119	33	3.0 TDI 204 SE	£43,895	201	189	35	120d SE	£25,305	187	114	24	320i xDrive SE	£29,985	181	151	31
2.0 TDI 190 Ultra Black Ed	£39,945	187	124	33	3.0 TDI 204 S line	£46,655	237	195	40	120d M Sport	£27,065	187	118	25	320i xDrive SE	£29,985	181	151	31
<b>3.0 TDI 218 SE</b>	£40,960	215	122	35	3.0 TDI 245 S line	£48,085	237	195	40	120d xDrive M Sport	£30,055	187	124	24	328i SE	£30,470	242	149	35
3.0 TDI 218 S line	£43,010	215	125	35	<b>TT 2dr coupe</b> TT finds its mojo at last. Drive experience as an equal to the obvious prestige	★★★★★				120d xDrive SE	£28,355	187	119	24	328i Sport	£30,470	242	149	35
3.0 TDI 272 quattro SE	£43,805	268	138	41						125d M Sport	£30,330	221	121	30	328i SE	£30,470	242	149	35
3.0 TDI 272 quattro S line	£46,320	268	138	42	2.0 TFSI Sport	£29,915	228	141	35	<b>2 SERIES 2dr coupe</b> A proper compact coupé now. M235i is one of the best BMWs period	★★★★★				328i M Sport	£32,005	242	151	36
3.0 TDI 272 quattro SE	£48,515	268	138	43	2.0 TFSI Sport quattro	£29,915	228	141	35	M235i	£32,120	215	125	33	328i M Sport	£32,005	242	151	36
<b>A6 ALLROAD 4dr estate</b> Rugged and doc. Even more pokey	★★★★★				2.0 TFSI S line	£29,915	228	141	35	225d M Sport	£32,120	215	125	33	328i M Sport	£32,005	242	151	36
3.0 TDI 218 quattro	£45,755	215	149	39	2.0 TFSI S line quattro	£29,915	228	141	35	220i Sport	£26,195	215	146	25	328i M Sport	£32,005	242	151	36
3.0 TDI 218 quattro Sport	£49,455	215	149	39	2.0 TFSI 210 quattro TTS	£38,945	206	168	45	220i M Sport	£27,545	215	149	26	328i M Sport	£32,005	242	151	36
3.0 TDI 272 quattro	£47,315	268	149	42	2.0 TDI Ultra Sport	£29,810	181	116	34	228i M Sport	£28,410	242	155	30	314d SE	£26,625	114	109	20
3.0 TDI 272 quattro Sport	£50,115	268	149	42	2.0 TDI Ultra S line	£22,360	181	116	35	M235i	£34,540	326	189	39	314d SE	£27,125	114	109	20
3.0 biturbo 320 quattro	£52,125	316	172	44	<b>TT ROADSTER 2dr open</b> Takes the edge off the TT's line looks - but still hugely competent	★★★★★				218d SE	£25,415	141	119	20	314d SE	£27,125	114	109	20
3.0 biturbo 320 quattro Sport	£58,285	316	172	43	line looks - but still hugely competent	★★★★★				218d Sport	£26,765	141	123	21	314d SE	£27,125	114	109	20
<b>4.0 SPORTBACK 4dr hatch</b> A good mix of luxury, practicality and drives reward	★★★★★				2.0 TDI ultra 184 S line	£34,545	181	114	36	220d Sport	£27,015	181	112	26	320d Efficient Dynamics	£29,475	161	114	31
3.0 TFSI 333 quattro S line	£50,455	328	182	44	2.0 TDI ultra 184 Sport	£31,995	181	114	35	220d M Sport	£28,365	181	115	27	320d SE	£29,475	161	114	31
3.0 TFSI 333 quattro Black Ed	£53,395	328	182	44	2.0 TFSI 230 quattro S line	£37,595	228	158	39	220i Sport	£31,315	181	124	27	320d SE	£29,475	161	114	31
3.0 TFSI 333 quattro SE Exec	£49,915	215	124	37	2.0 TFSI 230 quattro SE	£35,045	228	158	38	220i M Sport	£30,330	181	124	27	320d xDrive SE	£30,470	242	149	35
3.0 TDI 218 Ultra S line	£48,795	215	128	38	2.0 TFSI 230 S line	£34,650	228	144	38	228i M Sport	£31,550	242	163	23	320d xDrive SE	£30,470	242	149	35
3.0 TDI 218 quattro SE Exec	£47,670	215	138	41	2.0 TFSI 230 Sport	£32,100	228	144	37	M235i	£37,715	326	199	40	320d xDrive SE	£30,470	242	149	35
3.0 TDI 218 quattro S line	£49,480	215	142	41	2.0 TFSI 230 TTS	£41,130	206	173	43	220i M Sport	£30,180	215	161	28	320d xDrive SE	£30,470	242	149	35
3.0 TDI 218 quattro Black Ed	£52,830	215	142	42	<b>RB 2dr coupe</b> Usable, but no less involving and dramatic as the V10 is brutal	★★★★★				220i M Sport	£30,180	215	161	28	320d xDrive SE	£30,470	242	149	35
3.0 TDI 272 quattro SE Exec	£49,255	268	142	43	<b>4.0 TFSI 430 V8</b>	£93,385	424	337	50	220i M Sport	£30,180	215	161	28	320d xDrive SE	£30,470	242	149	35
3.0 TDI 272 quattro S line	£50,660	268	142	43	<b>5.2 TFSI 525 V10</b>	£114,085	510	346	50	220i M Sport	£30,180	215	161	28	320d xDrive SE	£30,470	242	149	35
3.0 TDI 272 quattro Black Ed	£53,410	268	142	44	<b>5.2 TFSI 550 V10 Plus</b>	£126,885	543	346	50	220i M Sport	£30,180	215	161	28	320d xDrive SE	£30,470	242	149	35
3.0 biturbo 320 quattro S line	£56,730	316	167	45	<b>RB SPYDER 2dr open</b> Great nose, and loses little of the														





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Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
2.0 Blue HDi 150 Excl.*	£27110	148	105	25

**Dacia**

<b>SANDERO 5dr hatch</b> A clever budget prospect. But its limitations are unavoidable ★★★★★	£7595	89	116	6
0.9 Tce Ambiance	£8795	89	116	7
0.9 Tce Laureate	£5995	74	135	2
1.2 Access	£6795	74	135	2
1.2 Ambiance	£7995	74	135	2
1.2 Laureate	£8595	89	99	8
1.5 dCi Ambiance	£9795	89	99	10
1.5 dCi Laureate				

<b>SANDERO STEPWAY 5dr hatch</b> More expensive - but still limited ★★★★★	£8395	89	125	-
0.9 Tce Ambiance	£9995	89	125	-
0.9 Tce Laureate	£9395	89	105	-
1.5 dCi Ambiance	£10995	89	105	-
1.5 dCi Laureate				

<b>LOGAN MCV 5dr estate</b> Lacks its stablemates charm. Certainly retains the cheap ★★★★★	£8595	89	116	9
0.9 Ambiance	£9795	89	116	11
0.9 Laureate	£6995	74	135	4
1.2 Access	£7795	74	135	4
1.2 Ambiance	£8995	74	135	5
1.2 Laureate	£9595	84	99	11
1.5 dCi Ambiance	£10795	84	99	12
1.5 dCi Laureate				

<b>DUSTER 5dr 4x4</b> Cheap, but cheerfully robust. Surprisingly convincing presence ★★★★★	£9495	103	165	6
1.6 16v 105 Access 2WD	£11495	103	185	5
1.5 dCi 110 Ambiance 2WD	£11995	106	130	10
1.5 dCi 110 Ambiance 4WD	£13995	107	135	10
1.5 dCi 110 Laureate 2WD	£13495	106	130	11
1.5 dCi 110 Laureate 4WD	£15495	107	135	10

**Ferrari**

<b>F12 2dr coupé</b> Proper V12 Ferrari with serious exclusivity and appeal ★★★★★	£239352	730	350	50
6.3 V12				
<b>FF 2dr coupé</b> Four-door Ferrari estate has appeal but lacks classic DNA ★★★★★	£227077	651	360	50
6.3 V12				
<b>CALIFORNIA 2dr open</b> Sleek, comfortable and fast. Now with turbocharger ★★★★★	£152086	483	270	50
4.3 V8	£154490	552	250	50
3.9 V8 T				
<b>458 2dr coupé</b> The complete supercar. Calm ride, explosive performance ★★★★★	£178461	570	307	50
4.5 V8 Italia	£208090	597	275	50
4.5 V8 Speciale				
<b>458 SPIDER 2dr open</b> The complete supercar. Minus roof. A world-class head turner ★★★★★	£198906	570	275	50
4.5 V8				

**Fiat**

<b>PANDA 5dr hatch</b> Cheap, practical and very nearly spot on ★★★★★	£14995	84	105	6
0.9 TwinAir 85 4x4 Antartica	£13075	84	105	6
0.9 TwinAir 85 Trekking	£15995	74	125	7
1.3 MultiJet 75 4x4 Antartica	£11375	84	99	7
0.9 TwinAir 85 Easy	£11875	84	99	7
0.9 TwinAir 85 Lounge	£14575	84	114	7
0.9 TwinAir 85 4x4	£9375	68	120	3
1.2 Pop	£10175	68	120	4
<b>1.2 Easy</b>	£10675	68	120	3
1.2 Lounge	£11575	74	104	7
1.3 MultiJet 75 Pop	£12375	74	104	7
1.3 MultiJet 75 Easy	£12875	74	104	7
1.3 MultiJet 75 Lounge	£14075	74	109	7
1.3 MultiJet 75 Trekking	£15575	74	125	7
1.3 MultiJet 75 4x4				
<b>500 3dr hatch</b> Super desirable, cute city car. Pleasant, if not involving, to drive ★★★★★	£15550	103	92	10
0.9 TwinAir 105 60	£14220	103	92	10
0.9 TwinAir 105 Lounge	£14370	103	92	10
0.9 TwinAir 105 S	£15070	84	99	10
0.9 TwinAir 85 60	£11220	68	113	9
1.2 Colour Therapy	£13670	68	113	9
1.2 60	£16070	94	97	14
1.3 MultiJet 60	£13740	84	92	10
0.9 TwinAir 85 Lounge	£13890	84	92	12
0.9 TwinAir 85 S	£12420	84	92	10
0.9 TwinAir 85 Colour Therapy	£14890	84	99	10
0.9 TwinAir Cult	£15370	103	92	10
0.9 TwinAir 105 Cult	£10690	68	113	5
1.2 Pop	£12440	68	113	6
1.2 Lounge	£12590	68	113	9
1.2 S	£13590	68	113	9
1.2 Cult	£14255	133	155	26
1.4 T-Jet Abarth				

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.3 MultiJet Lounge	£14840	94	97	15
1.3 MultiJet S	£14990	94	97	14
1.3 MultiJet Cult	£15990	94	97	14

<b>500 CONVERTIBLE 2dr open</b> Super desirable, cute city car. Cab a better drive than hatch ★★★★★	£18170	103	92	15
0.9 TwinAir 105 60	£16870	103	92	15
0.9 TwinAir 105 Lounge S-S	£17020	84	92	15
0.9 TwinAir 105 S	£14970	84	92	15
0.9 TwinAir 85 Colour Therapy	£17690	84	92	15
0.9 TwinAir 85 60	£16540	84	92	15
0.9 TwinAir 85 S	£13770	68	113	10
1.2 Colour Therapy	£16490	68	113	10
1.2 60	£15240	68	113	10
1.2 S	£18890	94	97	18
1.3 MultiJet 60	£17640	94	97	18
1.3 MultiJet S	£16005	133	155	27
1.4 16v Turbo T-Jet Abarth	£16390	84	92	15
0.9 TwinAir 85 Lounge S-S	£17540	84	92	15
0.9 TwinAir 85 Cult	£18020	103	92	15
1.2 Pop S-S	£13690	68	113	9
1.2 Lounge S-S	£15090	68	113	10
1.2 Cult	£16240	68	113	10
1.3 MultiJet Lounge	£17490	94	97	18
1.3 MultiJet Cult	£18640	94	97	18

<b>500L 5dr mpv</b> A costly option, but has the style to fill out some of its missing substance ★★★★★	£13390	94	145	10
1.4 95 Pop	£16690	103	112	11
0.9 TwinAir Pop Star	£18090	103	112	11
0.9 TwinAir Lounge	£18790	103	119	11
0.9 TwinAir Trekking	£15550	94	145	10
1.4 95 Pop Star	£16950	94	145	10
1.4 95 Lounge	£17650	94	149	8
1.4 95 Trekking	£17195	118	159	10
1.4 120 Pop Star	£18595	118	159	10
1.4 120 Lounge	£19295	118	159	10
1.4 120 Trekking	£17040	83	110	8
1.3 MultiJet 85 Pop Star	£18440	83	110	9
1.3 MultiJet 85 Lounge	£19140	83	114	7
1.3 MultiJet 85 Trekking	£18040	103	117	17
1.6 MultiJet 105 Pop Star	£19440	103	117	18
1.6 MultiJet 105 Lounge	£20140	103	122	15
1.6 MultiJet 105 Trekking	£18540	118	120	17
1.6 MultiJet 120 Pop Star	£19940	118	120	17
1.6 MultiJet 120 Lounge	£20640	118	120	17
1.6 MultiJet 120 Trekking				

<b>500L MPV 5dr mpv</b> As above but with seven-seat flexibility in its more expensive format ★★★★★	£21380	118	117	17
1.6 MultiJet 120 Lounge 7st	£19880	118	117	17
1.6 MultiJet 120 Pop Star 7st	£17330	103	112	11
0.9 TwinAir 105 Pop Star 7st	£18830	103	112	11
1.4 95 Pop Star 5st	£15840	94	145	9
1.4 95 Lounge 5st	£17340	94	145	9
1.3 MultiJet 85 Pop Star 7st	£18380	83	110	8
1.3 MultiJet 85 Lounge 7st	£19880	83	110	9
1.6 MultiJet 105 Pop Star 7st	£20380	103	117	17
1.6 MultiJet 105 Lounge 7st				

<b>CROSS 5dr hatch</b> Familiar styling works rather well as a crossover. Drives okay, too. ★★★★★	£17595	138	139	-
1.4 MultiAir 140 Pop Star	£19345	138	-	-
1.4 MultiAir 140 Lounge	£18595	138	-	-
1.4 MultiAir 140 Cross	£20345	138	-	-
1.4 MultiAir 140 Cross Plus	£18095	94	109	-
1.3 MultiJet 95 Pop Star	£19095	118	-	-
1.6 MultiJet 120 Lounge	£20845	118	-	-
1.6 MultiJet 120 Cross	£20095	118	-	-
1.6 MultiJet 120 Cross Plus	£21845	118	-	-
1.6 MultiJet 120 Cross AWD	£24095	118	147	-
2.0 MultiJet 140 Cross AWD	£25845	118	147	-

<b>PUNTO 3dr hatch</b> MultiAir tech improves appeal and economy. Still heavily dated though ★★★★★	£11275	68	126	6
1.2 8v Easy	£11775	68	126	6
1.2 8v GBT	£10175	68	126	6
1.3 85 MultiJet Easy	£13775	85	90	13
1.4 8v Easy	£11685	76	132	8
1.4 8v GBT	£12185	76	132	8
1.3 85 MultiJet GBT	£14275	85	90	13
<b>PUNTO 5dr hatch</b> MultiAir tech improves appeal and economy. Still heavily dated though ★★★★★	£11875	68	126	6
1.2 8v Easy	£12375	68	126	6
1.2 8v GBT	£10175	68	126	6
1.2 8v Pop	£10775	68	126	6
1.4 8v Easy	£12285	76	132	8
1.4 8v GBT	£12785	76	132	8
1.3 85 MultiJet Easy	£14375	85	90	13
1.3 85 MultiJet GBT	£14875	85	90	13

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>FORD</b>				
<b>KA 3dr hatch</b> An agile drive and energetic petrol engine. Wooden ride ★★★★★	£11445	68	115	5
1.2 Grand Prix III	£9445	68	115	3
1.2 Studio Connect	£8995	68	115	3
1.2 Studio	£9945	68	115	3
1.2 Edge	£10695	68	115	3
1.2 Zetec	£11995	68	115	3
1.2 Titanium	£11445	68	115	5
1.2 Metal				

<b>B-MAX 5dr mpv</b> Fiesta dynamics and sliding door access make the B-Max a cut above ★★★★★	£15495	99	119	9
1.0 EcoBoost 100 Zetec	£16695	99	119	10
1.0 EcoBoost 100 Titanium	£16095	118	99	13
1.0 EcoBoost 125 Zetec S-S	£17295	118	99	13
1.0 EcoBoost 125 Titanium S-S	£18495	118	99	13
1.4 90 Studio	£13095	89	139	7
1.4 90 Zetec	£14895	89	139	8
1.6 105 Zetec Powershift	£16595	103	149	10
1.6 105 Titanium Powershift	£17795	103	149	11
1.5 TDCi 75 Zetec	£16295	74	109	8
1.6 TDCi 95 Zetec	£16795	94	104	10
1.6 TDCi 95 Titanium	£17995	94	104	11
<b>FIESTA 3dr hatch</b> Stylish and wonderfully engaging. The best supermini ★★★★★	£15045	103	138	12
1.6 105 Zetec Powershift	£13695	79	99	6
1.0 80 Zetec S-S	£14695	79	99	7
1.0 80 Titanium S-S	£14195	99	99	11
1.0 EcoBoost Zetec S-S	£15195	99	99	11
1.0 EcoBoost Titanium S-S	£16445	99	99	11
1.0 EcoBoost Titanium X S-S	£15695	123	99	15
1.0 EcoBoost Titanium X S-S	£16945	123	99	15
1.0 EcoBoost Zetec S-S	£15945	123	99	15
1.0 EcoBoost Zetec S-S	£10145	59	120	3
1.25 60 Studio	£11895	59	120	4
1.25 60 Style	£12395	80	120	7
1.25 82 Style	£13195	80	120	7
1.6 105 Titanium Powershift	£16045	103	138	12
1.6 180 EcoBoost ST	£17545	180	138	30
1.6 180 EcoBoost ST2	£18545	180	138	30
1.6 180 EcoBoost ST3	£19545	180	138	30
1.5 TDCi 75 Style	£13995	74	98	8
1.5 TDCi 75 Zetec	£14795	74	98	9
1.5 TDCi 75 Titanium	£15795	74	98	9
1.6 TDCi 95 Style ECONetic S-S	£14945	94	87	11
1.6 TDCi 95 Zetec ECONetic S-S	£15495	94	87	12
1.6 TDCi 95 Zetec S	£16145	94	95	12
1.6 TDCi 95 Titanium ECONetic	£16495	94	87	12
1.6 TDCi 95 Titanium X	£17295	94	95	13
<b>ECOSPORT 5dr hatch</b> Pumped up Fiesta okay, but developing world origins show through ★★★★★	£12995	80	120	7
1.25 82 Style	£16645	103	138	12
1.6 105 Titanium Powershift	£15645	103	138	12
1.6 105 Zetec Powershift	£14295	79	99	6
1.0 80 Zetec S-S	£15295	79	99	7
1.0 80 Titanium S-S	£14795	99	99	11
1.0 EcoBoost Zetec S-S	£15795	99	99	11
1.0 EcoBoost Titanium S-S	£17045	99	99	11
1.0 EcoBoost Titanium X S-S	£16295	123	99	15
1.0 EcoBoost Titanium X S-S	£17545	123	99	15
1.25 60 Style	£12495	59	120	4
1.25 82 Zetec	£13795	80	120	7
1.5 TDCi 75 Style	£14595	74	98	8
1.5 TDCi 75 Zetec	£15395	74	98	9
1.5 TDCi 75 Titanium	£16395	74	98	9
1.6 TDCi 95 Style ECONetic S-S	£15545	94	87	11
1.6 TDCi 95 Zetec ECONetic S-S	£16095	94	87	12
1.6 TDCi 95 Titanium ECONetic	£17095	94	87	12
1.6 TDCi 95 Titanium X	£17895	94	95	13



Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.5T 150 Titanium X Sport	£28345	148	143	20
1.5T 182 Ecoboost Zetec AWD	£25160	180	171	21
1.5T 182 Ecoboost Titanium AWD	£26795	180	171	21
1.5T 182 Ecoboost Titanium X A	£29545	180	171	21
1.5T 182i Ecob Titanium X Sport	£28245	180	171	21
2.0 TDCi 150i Zetec 2WD	£26295	148	122	20
2.0 TDCi 150i Titanium 2WD	£24345	148	122	20
2.0 TDCi 150i Zetec AWD	£27095	148	122	20
2.0 TDCi 150i Titanium X Sport	£30045	148	122	20
2.0 TDCi 150i Zetec AWD	£24195	148	135	20
2.0 TDCi 180i Titanium AWD	£26345	177	135	22
2.0 TDCi 180i Titanium X AWD	£29095	177	135	22
<b>C-MAX</b> <b>5dr mvp</b> As fun to drive as it is easy to live with				
1.0T 100 Ecoboost Zetec S-S	£18695	99	117	10
1.0T 125 Ecoboost Zetec S-S	£19195	123	117	10
1.0T 100 Ecoboost Titanium S-S	£20195	99	117	10
1.0T 125 Ecoboost Titanium S-S	£20695	123	117	10
1.0T 125 Ecoboost Titanium X SS	£22695	123	117	14
1.6 105i Zetec	£17655	103	149	11
1.6T 150 Ecoboost Titanium S-S	£20855	148	144	19
1.6T 182i Ecoboost Titanium X SS	£23605	180	144	22
1.6 TDCi 115i Zetec	£19150	114	117	16
1.6 TDCi 115i Titanium	£20650	114	117	16
1.6 TDCi 115i Titanium X	£22650	114	117	16
<b>2.0 TDCi 140i Titanium</b>	<b>£21725</b>	<b>138</b>	<b>129</b>	<b>20</b>
2.0 TDCi 163i Titanium X	£24225	161	129	22
<b>GRAND C-MAX</b> <b>5dr mvp</b> Fun and practical, small seven seater				
1.0T 100 Ecoboost Zetec S-S	£20295	99	119	10
1.0T 125 Ecoboost Zetec S-S	£20795	123	119	10
1.0T 100 Ecoboost Titanium S-S	£21795	99	119	10
1.0T 125 Ecoboost Titanium S-S	£22295	123	119	10
1.0T 125 Ecoboost Titanium X SS	£24295	99	119	14
1.6T 150 Ecoboost Titanium S-S	£22250	148	149	19
1.6T 182i Ecoboost Titanium X SS	£24950	180	149	22
1.6 TDCi 115i Zetec	£20745	114	124	16
1.6 TDCi 115i Titanium	£22045	114	124	16
1.6 TDCi 115i Titanium X	£24045	114	124	16
2.0 TDCi 140i Titanium	£23250	138	134	20
2.0 TDCi 163i Titanium	£25750	161	134	22
<b>S-MAX</b> <b>5dr mvp</b> Proof that MPVs need not be boring or ungainly. Still the benchmark				
1.6T 160 Ecoboost Zetec S-S	£23310	158	159	18
1.6 160 Eco Titanium S-S	£25060	158	159	19
2.0 203 Ecoboost Titanium auto	£26735	200	189	22
2.0 240i T. X Sp. Au.	£31485	237	194	27
1.6 TDCi 115i Zetec S-S	£24110	114	139	16
1.6 TDCi 115i Eco Titanium S-S	£25860	114	139	17
2.0 TDCi 140i Zetec	£24295	138	139	17
2.0 TDCi 140i Titanium	£26045	138	139	18
2.0 TDCi 163i Titanium	£26645	161	139	18
2.0 TDCi 163i T. X Sp.	£30395	161	139	21
2.2 TDCi 200i Titanium	£27870	177	174	26
2.2 TDCi 200i T. X Sp.	£31620	177	174	26
<b>GALAXY</b> <b>5dr mvp</b> Huge seven-seat MPV. Easy to place on the road. Not cheap				
2.2 TDCi 200i Titanium X	£32875	197	179	27
1.6 160 Ecoboost Zetec S-S	£25670	158	167	18
1.6 160 Eco Titanium S-S	£27570	158	167	18
1.6 160 Eco Titanium X S-S	£30070	158	167	18
2.0 203 Ecoboost Titanium auto	£29235	200	189	24
2.0 203 Ecoboost Titan X auto	£31735	200	189	25
1.6 TDCi 115i Zetec S-S	£26460	114	139	16
1.6 TDCi 115i Eco Titanium S-S	£28360	114	139	17
1.6 TDCi 115i Eco T. X S-S	£30860	114	139	18
2.0 TDCi 140i Zetec	£26645	138	139	20
2.0 TDCi 140i Titanium	£28545	138	139	20
2.0 TDCi 140i Titanium X	£31045	138	139	21
2.0 TDCi 163i Titanium	£29145	161	139	21
2.0 TDCi 163i Titanium X	£31645	161	139	23
2.2 TDCi 200i Titanium	£30375	197	179	26

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>CIVIC TOURER</b> <b>5dr estate</b> Versatile, comfortable and frugal, only price marks its scorecard				
1.6 i-VTEC EX Plus	£26140	118	103	16
1.6 i-VTEC EX	£19755	118	99	15
1.6 i-VTEC SE Plus	£21570	118	99	15
1.6 i-VTEC SE Plus-Nav	£22180	118	99	15
1.6 i-VTEC S	£20365	118	99	15
1.6 i-VTEC SR	£24340	118	103	16
1.8 i-VTEC EX Plus	£24935	140	149	15
1.8 i-VTEC EX	£18650	140	146	13
1.8 i-VTEC SE Plus	£20565	140	149	14
1.8 i-VTEC SE Plus-Nav	£21175	140	149	14
1.8 i-VTEC S	£19260	140	146	14
1.8 i-VTEC SR	£23135	140	149	14
<b>ACCORD</b> <b>4dr saloon</b> Comfortable interior. Fiddly dash and forgettable drive				
2.0 i-VTEC ES	£23200	154	159	23
2.0 i-VTEC ES GT	£24120	154	159	24
2.0 i-VTEC ES GT Nav	£25320	154	159	24
2.0 i-VTEC EX	£26580	154	162	24
2.4 i-VTEC EX	£27890	198	199	26
2.4 i-VTEC EX ADAS	£30290	198	199	27
2.2 i-VTEC 150i ES	£25400	148	138	24
2.2 i-VTEC 150i ES GT	£26320	148	138	24
2.2 i-VTEC 150i ES GT Nav	£27520	148	138	24
2.2 i-VTEC 150i ES	£28795	148	141	25
2.2 i-VTEC 150i EX ADAS	£31195	148	141	26
2.2 i-VTEC 180i Type S	£31435	177	147	28
2.2 i-VTEC 180i Type S ADAS	£33685	177	147	29
<b>ACCORD TOURER</b> <b>5dr estate</b> As above but more desirable and useful				
2.0 i-VTEC ES	£24680	154	163	23
2.0 i-VTEC ES GT	£25655	154	163	24
2.0 i-VTEC ES GT Nav	£26855	154	163	24
2.4 i-VTEC EX	£29550	198	201	26
2.4 i-VTEC EX ADAS	£31950	198	201	27
2.2 i-VTEC 150i ES	£26895	148	143	24
2.2 i-VTEC 150i ES GT	£27870	148	143	24
2.2 i-VTEC 150i ES GT Nav	£29070	148	143	24
2.2 i-VTEC 150i ES	£30330	148	146	25
2.2 i-VTEC 150i EX ADAS	£32730	148	146	26
2.2 i-VTEC 180i Type S	£32925	177	150	28
2.2 i-VTEC 180i Type S ADAS	£35175	177	150	29
<b>HR-V</b> <b>5dr hatch</b> Cleverly packaged and comfortable crossover. Bland performance though				
1.5 i-VTEC EX	£23195	128	-	-
1.5 i-VTEC S	£17995	128	-	-
1.5 i-VTEC SE	£19745	128	-	-
1.5 i-VTEC SE Navi	£20355	128	-	-
1.5 i-VTEC S-Nav	£19745	128	-	-
1.6 i-VTEC S	£21495	128	-	-
1.6 i-VTEC S Navi	£22105	128	-	-
1.6 i-VTEC EX	£24945	128	-	-
<b>CR-V</b> <b>5dr 4x4</b> The CR-V soldiers on. But it's hemmed in by cleverer competition				
1.6 i-VTEC 120i SE-Nav 2WD	£26740	118	115	22
1.6 i-VTEC 120i SE-Nav 2WD	£28490	118	115	23
1.6 i-VTEC 120i SE-Nav 2WD	£28495	118	119	23
2.0 i-VTEC S 2WD	£23245	154	168	22
2.0 i-VTEC S 2WD	£23245	154	168	22
2.0 i-VTEC S-Nav 2WD	£25615	154	168	22
2.0 i-VTEC S-Nav	£25615	154	173	22
2.0 i-VTEC S-Nav	£26785	154	173	22
2.0 i-VTEC SR	£28595	154	177	23
2.0 i-VTEC EX	£30440	154	177	23
1.6 i-VTEC 120i S 2WD	£23400	118	115	22
1.6 i-VTEC 120i S 2WD	£25570	118	115	22
1.6 i-VTEC 160i SE	£27570	158	129	26
1.6 i-VTEC 160i SE-Nav	£28740	158	129	26
1.6 i-VTEC 160i SR	£30625	158	133	27
1.6 i-VTEC 160i EX	£32470	158	133	27

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>HYUNDAI</b>				
<b>i10</b> <b>5dr hatch</b> Second gen i10 still close to the best. Mature drive, spacious cabin, low price				
1.0 S	£8705	65	108	1
1.0 S Air	£9370	65	108	1
1.0 SE	£9770	65	108	1
1.0 SE Blue Drive	£10020	65	98	1
1.0 Premium	£10470	65	108	1
1.2 SE	£10270	86	114	4
1.2 Premium	£10970	86	114	4
<b>120</b> <b>5dr hatch</b> Very good value hatch. Fun a by-product; practically mostly spot on				
1.2 75 S	£10695	76	112	5
1.2 75 S Air	£11445	76	112	5
1.2 84 SE	£12725	84	119	6
1.2 84 Premium	£13725	84	119	6
1.2 84 Premium SE	£14725	84	119	6
1.4 100 SE	£13325	98	127	10
1.4 100 Premium SE	£14325	98	127	10
1.4 100 SE	£12445	74	84	6
1.4 100 Premium SE	£13325	74	103	6
1.4 CRDi 90 SE	£14725	89	106	11
1.4 CRDi 90 Premium	£15725	89	106	12
1.4 CRDi 90 Premium SE	£16725	89	106	12
<b>130</b> <b>5dr hatch</b> As good as we've come to expect, but one inch better				
1.4 100 S	£15195	98	138	7
1.4 100 SE	£16495	98	138	7
1.6 120 SE auto	£17895	118	158	9
1.6 120 Premium	£18145	118	145	9
1.6 CRDi 110i Blue Drive S	£17195	109	94	11
1.6 CRDi 110i Blue Drive SE	£18495	109	94	11
1.6 CRDi 136i Blue Drive Premium	£22295	134	102	11
<b>130 TOURER</b> <b>5dr estate</b> As good as we've come to expect, but not one inch better				
1.6 120 SE	£16495	98	138	7
1.6 120 SE auto	£17895	118	158	9
1.6 120 Premium	£18145	118	145	9
1.6 CRDi 110i Blue Drive S	£17195	109	94	11
1.6 CRDi 110i Blue Drive SE	£18495	109	94	11
1.6 CRDi 136i Blue Drive SE	£22295	134	102	11
<b>4dr saloon</b> Useful, inflexible and well-priced. No fireworks here				
1.7 CRDi 115i B'Drive Premium	£23485	114	113	13
1.7 CRDi 115i B'Drive Style	£21205	114	113	13
1.7 CRDi 115i B'Drive Active	£19105	114	113	12
1.7 CRDi 136i B'Drive Active	£19905	134	119	16
1.7 CRDi 136i B'Drive Style	£22005	134	119	16
1.7 CRDi 136i B'Drive Premium	£24405	134	119	17

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>140 TOURER</b> <b>5dr estate</b> Useful, inflexible and well-priced. No fireworks here				
1.7 CRDi 115i B'Drive Style	£22455	114	113	13
1.7 CRDi 115i B'Drive Active	£20355	114	113	12
1.7 CRDi 136i B'Drive Active	£211215			



Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>QUATTROPORTE 4dr</b> hatch Not quite as sophisticated as it might have been. ★★★★★	£81555	404	242	50
3.0 V6 S	£109625	523	274	50
3.8 V8 GTS	£69235	271	164	50
<b>GRAND CABBIO 2dr</b> open Fantastic looks and soundtrack, average chassis ★★★★★	£82280	400	330	50
4.2 V8	£90810	453	331	50
4.7 V8 Sport	£110135	453	360	50
<b>GRANCABRIO 2dr</b> open Fantastic looks and soundtrack, average chassis ★★★★★	£98340	433	337	50
4.7 V8	£103935	453	337	50
4.7 V8 Sport				
MAZDA				
<b>2.5dr</b> hatch Much more grown-up now. Handsome and comfortable - if slightly less fun. ★★★★★	£11995	74	110	-
1.5 75 SE	£11995	74	110	-
1.5 75 SE-L	£11995	74	110	-
1.5 90 SE-L	£13995	90	105	-
1.5 90 SE-L Nav	£14395	90	105	-
1.5 90 Sport	£14995	90	105	-
1.5 90 Sport Nav	£15395	90	105	-
1.5 115 Sport	£15995	113	117	-
1.5D 105 SE-L	£15995	104	89	-
1.5D 105 SE-L Nav	£16395	104	89	-
1.5D 105 Sport	£16995	104	89	-
1.5D 105 Sport Nav	£17395	104	89	-
<b>3.5dr</b> hatch Refined, well-priced family choice. Dynamically satisfying, too. ★★★★★	£16995	99	119	13
1.5 100 SE	£17595	99	119	13
1.5 100 SE-L	£17595	99	119	13
2.0 120 SE	£17895	118	119	17
2.0 120 SE-L	£17895	118	119	17
2.0 120 SE-L Nav	£18795	118	119	18
2.0 120 SE-L Nav	£19395	118	119	18
2.0 120 Sport Nav	£20195	118	119	18
2.0 165 Sport Nav	£21920	162	135	22
2.2D 150 SE	£19645	148	107	24
2.2D 150 SE-L	£20245	148	107	24
2.2D 150 SE-L	£21145	148	107	24
2.2D 150 SE-L Nav	£22445	148	107	24
2.2D 150 Sport Nav	£22745	148	107	24
<b>6.4dr</b> saloon A compelling mix of size, economy and performance. Interior a let down. ★★★★★	£19795	143	129	18
2.0 145 SE	£20495	143	129	18
2.0 145 SE-L	£20795	143	129	18
2.0 145 SE-L Nav	£21495	143	129	18
2.0 165 Sport Nav	£24595	162	135	21
2.2D 150 SE	£22295	148	108	21
2.2D 150 SE-L	£22995	148	108	21
2.2D 150 SE-L Nav	£23295	148	108	21
2.2D 150 SE-L Nav	£23995	148	108	21
2.2D 150 Sport Nav	£26395	148	108	21
2.2D 175 Sport Nav	£26795	173	119	23
<b>6.5dr</b> tourer A compelling mix of size, economy and performance. Interior a let down. ★★★★★	£22425	143	129	16
2.0 145 SE-L Nav	£25395	162	135	19
2.0 165 Sport Nav	£23795	148	116	21
2.2D 150 SE-L	£27595	173	139	23
2.0 145 SE-L	£21725	143	116	21
2.2D 150 SE-L	£23095	148	116	21
2.2D 150 SE-L	£24095	148	116	21
2.2D 150 SE-L Nav	£24795	148	116	21
2.2D 150 Sport Nav	£27195	148	116	21
<b>CX-5 5dr</b> 4x4 Super diesel engine mated to above average package. ★★★★★	£22995	162	139	15
2.0 Skyactiv-G 165 SE-L Nav	£25995	162	139	16
2.0 Skyactiv-G 165 Sport Nav	£26795	148	119	18
2.2D Skyactiv-D 150 SE-L Nav	£26395	148	119	18
2.2D Skyactiv-D 150 SE-L Lux Nav	£27195	148	119	18
2.2D Skyactiv-D 150 Sport Nav	£26695	148	136	17
2.2D Sky-D 150 SE-L Nav AWD	£29395	173	136	21
2.2D Sky-D 175 Sport Nav AWD				
<b>5.5dr</b> mpv Functional seven-seater, but not unpleasant to drive. Lots of kit. ★★★★★	£20495	148	159	16
2.0 150 Sport Venture	£21895	114	118	16
<b>MX-5 2dr</b> open The old recipe - but done better. Lean, low-cost and pretty. As it should be. ★★★★★	£22445	129	139	-
1.5i Sport Nav	£18495	129	139	-
1.5i SE-L	£19245	129	139	-
1.5i SE-L Nav	£19845	129	139	-
1.5i Sport	£21845	129	139	-
2.0i SE-L	£20095	153	-	-
2.0i SE-L Nav	£20695	153	-	-
2.0i Sport	£22695	153	-	-
2.0i Sport Nav	£23295	153	-	-
MCLAREN				
<b>650S 2dr</b> coupé Extraordinary pace and handling. The car the 12C should have been. ★★★★★	£195250	641	-	50
3.8 V8				
<b>650S SPIDER 2dr</b> open More of the same although noisier - and better for it. ★★★★★	£215250	641	-	50
3.8 V8				
<b>P1 2dr</b> coupé Other-worldly. As worthy of a place in hypercar history as the F1. ★★★★★	£866000	903	194	50
3.8 V8				
MERCEDES-BENZ				
<b>A-CLASS 5dr</b> hatch Desirability on message; ride quality seriously off-piste. ★★★★★	£21965	107	92	16
A180 CDI SE ECO	£30910	208	154	38
A250 Engi <sup>red</sup> by AMG 4MATIC	£20715	121	128	14
A180 SE	£21840	121	133	18
A180 Sport	£23365	154	133	23
A200 Sport	£24615	154	136	24
A200 AMG Sport	£29375	208	140	34
A250 Engineered by AMG Sport	£38195	354	161	43
A45 AMG 4MATIC	£23240	107	98	16
A180 CDI SE auto	£22785	107	102	16
A180 CDI AMG Sport	£24035	107	105	16
A200 CDI Sport	£23860	134	118	20
A200 CDI AMG Sport	£25110	134	121	21
A220 CDI AMG Sport	£27760	168	115	25
<b>B-CLASS 5dr</b> hatch A slightly odd prospect, but practical and classy. ★★★★★	£21500	120	129	16
B180 SE	£22225	120	129	16
B180 Sport	£22520	120	129	16
B200 AMG Line	£22350	154	130	16
B200 SE	£22350	154	130	16
B200 Sport	£23300	154	130	16
B200 AMG Line	£24595	154	130	16
B180 CDI SE ECO	£22575	108	94	15
B180 CDI SE	£22575	108	108	15
B180 CDI Sport	£23170	108	108	15
B180 CDI AMG Line	£24465	108	108	15
B200 CDI SE	£23650	134	111	20
B200 CDI Sport	£24245	134	111	20
B200 CDI AMG Line	£25540	134	111	20
B220 CDI Sport	£27125	168	107	25
<b>CLA 4dr</b> saloon Attractive from some angles, unappealing from others. Dynamics to match. ★★★★★	£29125	134	117	27
CLA 200 CDI AMG Sport	£29625	134	117	27
CLA 250 AMG Sport 4Matic	£33405	208	154	24
CLA180 Sport	£24775	121	130	23
CLA180 AMG Sport	£26975	121	130	24
CLA45 AMG	£42270	354	161	45
CLA220 CDI Sport	£29775	168	117	28
CLA220 CDI AMG Sport	£31975	168	117	28
<b>C-CLASS 2dr</b> coupé Nice balance of style, usability and driver reward. ★★★★★	£68495	451	280	44
C63 AMG Edition 507	£29965	154	149	35
C180 AMG Sport Edition	£31130	168	109	34
C220 CDI AMG Sport Edition	£32460	168	133	38
C250 CDI AMG Sport Edition	£33515	201	143	41
<b>C-CLASS 4dr</b> saloon Stellar cabin and polished drive increase appeal; engines not so good. ★★★★★	£22720	181	123	31
C200 SE	£29265	181	124	31
C200 Sport	£30890	181	128	31
C200 AMG Line	£59800	469	192	-
C63 AMG	£66550	503	192	-
C200 BlueTEC SE	£28985	134	102	25
C200 BlueTEC Sport	£30980	134	102	25
C200 BlueTEC AMG Line	£32475	134	102	25
C220 BlueTEC SE	£29780	168	103	31
C220 BlueTEC Sport	£31775	168	104	31
C220 BlueTEC AMG Line	£33270	168	104	31
C250 BlueTEC SE	£32435	201	117	35
C250 BlueTEC Sport	£34430	201	117	35
C250 BlueTEC AMG Line	£35925	201	117	35
C300 BlueTEC Hybrid SE	£35045	201	94	-
C300 BlueTEC Hybrid Sport	£37040	201	94	-
C300 BlueTEC Hybrid AMG Line	£38535	201	94	-
<b>C-CLASS 5dr</b> estate Decent practicality and fantastic interior - but only okay to drive. ★★★★★	£33675	134	102	25
C200 BlueTEC SE	£30185	134	102	25
C200 BlueTEC Sport	£32180	134	102	25
C200 SE	£28470	181	128	31
C220 BlueTEC SE	£30980	168	108	31
C220 BlueTEC SE	£33635	201	117	35
C63 AMG	£61000	469	196	47
C63 AMG S	£67750	503	196	47
C200 Sport	£30465	181	128	31
C200 AMG Line	£32090	181	128	31
C220 BlueTEC Sport	£32975	168	108	31
C220 BlueTEC AMG Line	£34470	168	108	31
C250 BlueTEC Sport	£35630	201	117	35
C250 BlueTEC AMG Line	£37125	201	117	35
<b>E-CLASS 4dr</b> saloon A return to the old Merc qualities. Refined and relaxing. ★★★★★	£42375	204	109	43
E63 AMG Sport	£84110	549	232	47
E63 AMG S	£34340	181	138	36
E200 SE	£36850	181	142	37
E200 AMG Line	£35470	208	138	38
E250 SE	£37980	208	142	39
E63 AMG	£74115	549	230	47
E300 BlueTEC Hybrid SE	£39880	204	109	43
E220 BlueTEC SE	£34270	168	120	34
E220 BlueTEC AMG Line	£36765	168	129	35
E250 CDI SE	£36820	201	129	39
E250 CDI AMG Line	£39445	201	134	40
E350 BlueTEC AMG Line	£41210	248	154	44
<b>E-CLASS 5dr</b> estate A return to the old Merc qualities. Refined and relaxing. ★★★★★	£38555	168	135	35
E220 BlueTEC AMG Line	£36060	168	133	34
E250 AMG Line	£39770	208	147	39
E250 CDI AMG Line	£41250	201	145	40
E250 CDI SE	£38755	201	143	39
E250 SE	£37275	208	144	38
E300 BlueTEC Hybrid AMG Line	£44165	201	119	44
E300 BlueTEC Hybrid SE	£41670	201	119	44
E350 BlueTEC AMG Line	£43015	248	159	44
E63 AMG	£75905	549	234	47
E63 AMG S	£85900	582	234	47
<b>E-CLASS 2dr</b> coupé A return to the old Merc qualities. Refined and relaxing. ★★★★★	£38635	181	140	39
E200 AMG Line	£46425	329	176	45
E220 BlueTEC SE	£36615	168	123	38
E220 BlueTEC AMG Line	£39310	168	126	39
E250 CDI BlueTEC AMG Line	£40930	201	129	43
E350 BlueTEC AMG Line	£42625	228	149	46
<b>E-CLASS CABRIOLET 2dr</b> open Nice cabin, but ride isn't great. Six-pot engines best. ★★★★★	£42005	181	146	42
E200 AMG Line	£49795	329	185	48
E400 AMG Line Plus	£39985	168	127	41
E220 BlueTEC SE	£42810	168	134	42
E250 CDI AMG Line	£44300	201	128	45
E350 BlueTEC AMG Line	£46010	228	154	48
<b>S-CLASS 2dr</b> coupé Heavyweight contender. Continent smothering luxury. ★★★★★	£96195	449	207	50
S63 AMG	£125605	577	237	50
S65 AMG	£183075	621	279	50
<b>S-CLASS 4dr</b> saloon Still the best luxury car in the real world. Calm, advanced, rewarding. ★★★★★	£82965	436	65	50
S500 Plug-in Hybrid	£88400	449	207	50
S400 Hybrid L SE Line	£70935	328	147	49
S400 Hybrid L AMG Line	£74930	328	153	49
S600 L AMG Line	£140615	523	259	50
S63 AMG L	£119845	577	237	50
S65 AMG L	£179995	621	279	50
Maybach S600	£165700	501	274	50
S300 BlueTEC Hybrid L AMG Line	£72260	204	120	49
S350 BlueTEC AMG Line	£67940	254	151	50
S350 BlueTEC L SE Line	£66910	254	148	50
S350 BlueTEC L AMG Line	£70940	254	154	50
<b>CLS 4dr</b> saloon Saloon-like practicality, coupe-like rewards. ★★★★★	£55855	328	170	50
400 AMG Line	£86510	577	231	50
63 AMG S	£46500	175	129	44
220 BlueTEC AMG Line	£49950	254	-	46
350 BlueTEC AMG Line				
<b>CLS 5dr</b> shooting brake Saloon-like practicality, coupe-like rewards. ★★★★★	£87010	577	231	50
63 AMG S	£40800	175	129	44
220 BlueTEC AMG Line	£51400	254	162	47
350 BlueTEC AMG Line				
<b>GLA 5dr</b> 4x4 Not the most practical crossover, but good looking and very decent to drive. ★★★★★	£31295	208	154	34
GLA250 AMG Line 4Matic	£44600	354	175	-
GLA45 AMG 4MATIC	£26265	134	119	25
GLA200 CDI Sport	£29215	134	119	25
GLA200 CDI Sport 4Matic	£27210	134	119	25
GLA200 CDI AMG Line	£30215	134	119	25
GLA220 CDI 4Matic AMG Line	£30645	168	129	28
GLA220 CDI AMG Line 4Matic	£31645	168	129	29
<b>G-CLASS 5dr</b> 4x4 Massively expensive and compromised, but with character to spare. ★★★★★	£86445	208	295	-
G63 AMG	£129665	537	322	-
<b>GL-CLASS 5dr</b> 4x4 Decent on road and off despite its size. Nice cabin, too. ★★★★★	£60755	261	209	49
GL350 BlueTEC AMG Sport	£93360	549	288	



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Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>QASHQAI 5dr hatch</b> Second generation a masterly update of the first. The crossover to beat ★★★★★				
1.6 dci 130 Tekna 4WD	E28500	128	115	19
1.2 DIG-T 115 Tekna	E18265	113	129	17
1.2 DIG-T 115 Acenta	E19850	113	129	14
1.2 DIG-T 115 N-tec	E21700	113	129	14
1.2 DIG-T 115 N-tec +	E22250	113	129	14
1.2 DIG-T 115 Tekna	E23800	113	129	14
1.6 DIG-T 163 N-tec	E23200	161	138	14
1.6 DIG-T 163 N-tec +	E23750	161	138	14
1.6 DIG-T 163 Tekna	E25300	161	138	14
1.5 dci 110 Visia	E20015	109	99	17
1.5 dci 110 Acenta	E21600	109	99	17
1.5 dci 110 N-tec	E23450	109	99	14
1.5 dci 110 N-tec +	E24000	109	99	14
1.5 dci 110 Tekna	E25500	109	99	15
1.6 dci 130 Tekna	E26800	128	115	19
<b>X-TRAIL 5dr 4x4</b> Sleek, Qashqai-based crossover is an easy win if you require seven seats ★★★★★				
1.6 dci Visia 2WD	E23195	128	129	19
1.6 dci Acenta 2WD	E24995	128	129	19
1.6 dci Acenta 4WD	E26695	128	129	20
1.6 dci N-tec 2WD	E27645	128	129	19
1.6 dci N-tec 4WD	E29345	128	129	20
1.6 dci Tekna 2WD	E29645	128	129	19
1.6 dci Tekna 4WD	E31345	128	129	20
<b>370Z 2dr coupé</b> Great engine and poised handling. Lots of road noise ★★★★★				
3.7 V6 Nismo	E37585	345	248	46
3.7 V6	E27445	323	248	46
3.7 V6 GT	E32525	323	248	46
<b>GT-R 2dr coupé</b> A benchmark. Great drive, brutal power, sensational value ★★★★★				
3.8 V6 2014 MY	E78030	523	275	50
3.8 V6 Nismo	E125000	523	275	50
<b>NOBLE</b>				
<b>M600 2dr coupé</b> A new era for the Brit maker. Outrageous pace and handling ★★★★★				
4.4 V8	E200000	650	-	-
<b>PEUGEOT</b>				
<b>ION 5dr hatch</b> Good electric powertrain, comically expensive ★★★★★				
63	E26216	63	0	28
66 UK drive	E26216	63	0	28
<b>108 3dr hatch</b> Sister car to the Aygo. And distant second to most city car rivals ★★★★★				
1.0 Access	E8345	68	95	6
1.0 Active	E9595	68	95	6
1.0 Active Top	E10595	68	95	6
1.0 Active S-S	E9845	68	88	6
1.0 Active S-S Top	E10845	68	88	7
1.2 VTI Allure	E11095	81	99	11
1.2 VTI Allure Top	E12095	81	99	11
1.2 VTI Feline	E11945	81	99	11
<b>108 5dr hatch</b> Sister car to the Aygo. And distant second to most city car rivals ★★★★★				
1.0 Active	E9995	68	95	6
1.0 Active Top	E10995	68	95	6
1.0 Active S-S	E10245	68	88	6
1.0 Active S-S Top	E11245	68	88	7
1.2 VTI Allure	E11495	81	99	11
1.2 VTI Allure Top	E12495	81	99	11
1.2 VTI Feline	E12345	81	99	11
<b>208 3dr hatch</b> Big improvement for Peugeot, if not the supermini class ★★★★★				
1.0 VTI Access	E10195	67	99	5
1.0 VTI Access +	E11445	67	99	6
1.0 VTI Active	E12395	67	99	6
1.2 VTI Access +	E11945	81	104	8
1.2 VTI Active	E12895	81	104	8
1.2 VTI Allure	E14295	81	104	8
1.2 VTI Style	E13645	81	104	11
1.6 THP 156 VY	E18150	154	126	26
1.6 THP 200 GTi	E19100	197	139	30
1.4 HDi Access +	E13245	67	98	11
1.4 HDi Active	E14195	67	98	11
1.4 HDi Style	E14945	67	98	10
1.6 e-HDi 92 Style	E15595	91	95	17
1.6 e-HDi 92 Allure	E16245	91	95	17
1.6 e-HDi 92 XY	E17895	91	95	16
1.6 e-HDi 115 XY	E18545	113	99	20
<b>208 5dr hatch</b> Big improvement for Peugeot, if not the supermini class ★★★★★				
1.0 VTI Access	E10795	67	99	5
1.0 VTI Access +	E12045	67	99	6
1.0 VTI Active	E12995	67	99	6
1.2 VTI Access +	E13495	81	104	8
1.2 VTI Active	E12545	81	104	8
1.2 VTI Allure	E14695	81	104	8
1.2 VTI Style	E14245	81	104	11
1.6 VTI Allure auto	E16850	118	149	14
1.6 VTI Feline	E17245	118	129	14
1.4 HDi Access +	E13845	67	98	11
1.4 HDi Active	E14795	67	98	11
1.4 HDi Style	E15545	67	98	10
1.4 e-HDi Active EGC	E15495	67	87	11
1.6 e-HDi 92 Style	E16195	91	95	17
1.6 e-HDi 92 Allure	E16645	91	95	17
1.6 e-HDi 115 Feline	E18695	113	99	20
<b>308 5dr hatch</b> Thoughtfully developed and very well appointed but still no class leader ★★★★★				
1.2 PureTech 82 Access	E14995	81	117	9
1.2 PureTech 110 Access	E17945	108	103	13
1.2 PureTech 110 Allure	E19145	81	107	13
1.2 PureTech 110 Sportium	E17445	108	105	11
1.2 PureTech 130 Active	E18695	128	107	14
1.2 PureTech 130 Allure	E19895	128	110	15
1.2 PureTech 130 GT Line	E21445	128	110	16
1.6 THP 205 GT	E24095	202	130	26
1.6 HDi 92 Access	E16945	91	95	15
1.6 HDi 92 Active	E18645	91	95	15
1.6 Blue HDi 120 Active	E19845	118	82	22
1.6 Blue HDi 120 Allure	E21045	118	84	23
1.6 HDi 115 Active	E19445	113	95	18
1.6 HDi 115 Allure	E20645	113	100	18
1.6 HDi 115 GT Line	E22195	113	100	18
2.0 Blue HDi 150 Allure	E21945	148	97	26
2.0 Blue HDi 150 GT Line	E23495	148	97	26
2.0 Blue HDi 180 GT	E25945	178	103	29
<b>308 SW 5dr estate</b> Thoughtfully developed and very well appointed but still no class leader ★★★★★				
1.2 PureTech 110 Access	E17145	108	109	13
1.2 PureTech 110 Active	E18845	108	109	13
1.2 PureTech 110 Allure	E20045	81	111	13
1.2 PureTech 130 Active	E19595	128	109	14
1.2 PureTech 130 Allure	E20795	128	115	15
1.6 BlueHDi 120 Active	E20745	118	85	20
1.6 BlueHDi 120 Allure	E21945	118	88	21
1.6 HDi 115 Active	E20345	113	95	18
1.6 HDi 115 Allure	E21545	113	100	18
1.6 HDi 92 Access	E17845	91	99	15
1.6 HDi 92 Active	E19545	91	99	15
1.2 PureTech 130 GT Line	E22345	128	115	16
1.6 HDi 115 GT Line	E23095	113	100	18
2.0 BlueHDi 150 Allure	E22845	148	105	24
2.0 BlueHDi 150 GT Line	E24395	148	105	26
2.0 BlueHDi 180 GT	E26845	178	107	29
<b>508 4dr saloon</b> Competent and likeable package, although lacks any real spark ★★★★★				
2.2 HDi 200 GT	E30645	201	140	37
1.6 e-HDi 115 Active Nav	E22195	113	109	24
1.6 e-HDi 115 Allure Nav	E24295	113	111	25
2.2 HDi 140 Active Nav	E22595	140	115	27
2.0 HDi 140 Allure Nav	E24695	140	119	28
2.0 BlueHDi 150 Allure Nav	E25795	148	101	30
2.0 HDi 163 Allure Nav auto	E26595	161	140	30
2.0 HDi Hybrid 4 Allure Nav	E31995	200	91	36
<b>508 SW 5dr estate</b> As good as saloon, only better ★★★★★				
1.6 e-HDi 115 Active Nav	E23395	113	110	24
1.6 e-HDi 115 Allure Nav	E25695	113	112	25
2.0 BlueHDi 150 Allure Nav	E27195	148	102	30
2.0 HDi 140 Active Nav	E23795	140	120	27
2.0 HDi 140 Allure Nav	E26095	140	125	28
2.0 HDi 163 Allure Nav auto	E27995	161	144	30
2.2 HDi 200 GT	E32045	201	144	37
<b>2008 5dr hatch</b> Efficient and well-mannered but short on space and style ★★★★★				
1.2 VTI 82 Access +	E13195	81	114	10
1.2 VTI 82 Active	E14295	81	114	11
1.2 VTI 82 Allure	E15595	81	114	11
1.6 VTI 120 Allure	E16750	118	135	20
1.6 VTI 120 Felina Calima	E18150	118	135	19
1.6 VTI 120 Felina Mistral S-S	E18450	118	135	19
1.4 HDi 70 Access +	E14495	67	104	10
1.4 HDi 70 Active	E15595	67	104	10
1.6 e-HDi 92 Active S-S	E16245	91	103	17
1.6 e-HDi 92 Active EGC S-S	E16845	91	98	17
1.6 e-HDi 92 Allure S-S	E17745	91	103	18
1.6 e-HDi 92 Felina Calima	E19145	91	103	17
1.6 e-HDi 92 Felina Mistral	E19445	91	103	17
1.6 e-HDi 115 Allure S-S	E18345	113	105	20
1.6 e-HDi 115 Felina Calima SS	E19745	113	105	20
1.6 e-HDi 115 Felina Mistral S	E20045	113	105	20
<b>3008 5dr mpv</b> Good handling and flexible cabin. Split tailgate a useful touch ★★★★★				
2.0 HDi 163 Allure Au	E25050	161	145	23
1.6 VTI 120 Access	E17550	118	155	17
1.6 VTI 120 Active	E19250	118	155	17
1.6 VTI 120 Allure	E21200	118	155	17
1.6 THP 156 Allure	E22050	154	154	23
1.6 HDi 115 Access	E19345	113	125	18
1.6 HDi 115 Active	E20795	113	125	18
1.6 HDi 115 Allure	E22745	113	127	18
1.6 e-HDi 115 Access EGC	E20195	113	110	18
1.6 e-HDi 115 Active EGC	E23595	113	112	17
2.0 HDi FAP 150 Allure	E21900	148	139	24
2.0 HDi FAP 150 Active	E23850	148	139	22
2.0 HDi Hybrid 4 Active	E27245	197	85	30
2.0 HDi Hybrid 4 Allure	E28245	197	99	31
<b>5008 5dr mpv</b> Well resolved ride and handling with a useful 7-seat interior ★★★★★				
1.6 VTI 120 Access	E19350	118	159	13
1.6 VTI 120 Active	E21100	118	159	15
1.6 THP 156 Allure	E23750	154	163	19
1.6 e-HDi 115 Access EGC	E21895	113	113	16
1.6 e-HDi 115 Active EGC	E23495	113	123	17
1.6 e-HDi 115 Allure EGC	E25295	113	126	16
1.6 HDi 115 Access	E221045	113	124	16
1.6 HDi 115 Active	E22745	113	128	17
1.6 HDi 115 Allure	E24550	113	135	16
2.0 HDi 150 Active	E23750	148	138	20
2.0 HDi 163 Active auto	E24950	161	149	20
2.0 HDi 150 Allure	E25550	148	140	20
2.0 HDi 163 Allure auto	E26750	161	149	19
<b>RCZ 2dr coupé</b> Classy, interesting, fun coupe. Peugeot's got its mojo back ★★★★★				
1.6 THP 156 Sport	E22350	154	149	27
1.6 THP 156 GT	E24750	154	149	28
1.6 THP 200 GT	E27150	197	155	34
1.6 THP 270 R	E32250	266	145	42
2.0 HDi 163 Sport	E24200	161	130	29
2.0 HDi 163 GT	E26600	161	130	30
<b>PORSCHE</b>				
<b>BOXSTER 2dr open</b> Honed, toned and cosmetically enhanced. Scarily brilliant ★★★★★				
2.7	E40098	261	195	40
3.4 S	E48553	311	211	43
3.4 GT	E45467	326	211	44
<b>CAYMAN 2dr coupé</b> Roof seals the deal. A five-star car by any measure ★★★★★				
2.7	E40239	271	195	37
3.4 S	E49478	320	211	41
3.4 GT	E56092	335	211	43
<b>911 2dr coupé</b> The best just got better. Still more than worthy of its iconic status ★★★★★				
3.4 Carrera	E74204	345	211	46
3.4 Carrera 4	E79060	345	218	46
3.8 Carrera S	E84240	395	223	47
3.8 Carrera 4S	E89325	395	233	48
3.8 Turbo	E121523	514	227	48
3.8 Turbo S	E143045	552	227	48
3.8 GT3	E101695	468	289	48
<b>911 CARRIOLET 2dr open</b> The best just got better. Still more than worthy of its iconic status ★★★★★				
3.4 Carrera	E82864	345	216	49
3.8 Carrera S	E93129	395	228	50
3.4 Carrera 4	E87720	345	223	49
3.4 Targa 4	E87720	345	223	49
3.8 Carrera 4S	E97985	395	235	50
3.8 Targa 4S	E97985	395	237	50
3.8 Turbo	E130148	513	231	50
<b>918 SPYDER 2dr open</b> Porsche's hybrid hypercar. A rare and hugely fast new five-star model ★★★★★				
4.6 V8	E657400	875	70	50
<b>MACAN 5dr 4x4</b> Spookily good handling. A sports utility vehicle in the purest sense ★★★★★				
2.0	E41928	234	175	-
3.0 V6 S	E45345	336	212	40
3.0 V6 Turbo	E61689	395	216	44
3.0 V6 S Diesel	E44871	254	164	39
<b>PANAMERA 5dr hatch</b> Technically brilliant and with a great cabin. Soulless though ★★★★★				
3.0 V6 S	E83134	414	207	46
3.0 V6 4S	E86775	414	211	46
3.0 V6 S E-hybrid	E84456	410	71	50
3.0 V6 PDK	E64458	306	199	46
3.0 V6 4S PDK	E68169	306	206	4



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1.2 TDI 75 S A-C Ecomotive	£14380	74	92	7
1.2 TDI 75 SE Ecomotive	£14910	74	92	7
1.6 TDI 105 SE	£15460	104	112	14
1.6 TDI 105 FR	£16460	104	112	14
2.0 TDI 143 FR	£17635	141	123	22
<b>IBIZA 5dr estate</b> Rivals are more practical but Ibiza is fun	★★★★☆			
1.2 70 S A-C	£12660	69	128	5
1.4 85 SE	£13795	84	139	9
1.4 85 Toca	£14120	84	139	11
1.2 TSI 105 SE DSG	£15435	103	124	12
1.2 TSI 105 FR	£15440	103	119	12
1.4 TSI 140 ACT FR	£16745	138	109	21
1.2 TDI 75 S A-C	£14555	74	105	7
1.2 TDI 75 S A-C Ecomotive	£15080	74	92	7
1.2 TDI 75 SE Ecomotive	£15610	74	92	7
1.6 TDI 105 SE	£16160	104	112	14
1.6 TDI 105 FR	£17160	104	112	14
<b>TOLEDO 5dr hatch</b> Makes practical sense, but leaves no other lasting impression	★★★★☆			
1.2 TSI 85 S	£14265	84	119	10
1.2 TSI 105 S	£15295	104	113	13
1.2 TSI 105 SE	£16515	104	118	14
1.4 TSI 122 SE DSG	£17965	120	134	17
1.6 TDI 105 CR S Ecomotive	£17150	104	104	15
1.6 TDI 105 CR SE Ecomotive	£18370	104	106	15
<b>LEON 3dr hatch</b> Sharp looks and handling. Back from the Golf's quality, but good value	★★★★☆			
1.6 TDI 110 SE Ecomotive	£19625	108	87	14
1.2 TSI 110 S	£15815	108	114	13
1.2 TSI 110 SE	£16935	108	114	13
1.4 TSI 125 SE	£17535	123	120	16
1.4 TSI 150 FR	£19700	148	109	20
1.8 TSI 180 FR	£20740	178	137	25
2.0 TSI 265 Cupra	£25960	261	154	32
2.0 TSI 280 Cupra	£27210	276	154	32
1.6 TDI CR 105 S	£17515	104	99	13
1.6 TDI CR 105 SE	£18635	104	99	13
2.0 TDI CR 150 SE	£19985	148	106	19
2.0 TDI CR 150 FR	£21530	148	106	19
2.0 TDI CR 184 FR	£22520	181	109	26
<b>LEON 5dr hatch</b> Sharp looks and handling. Back from the Golf's quality, but good value	★★★★☆			
1.6 TDI 110 SE Ecomotive	£19925	108	87	14
1.2 TSI 110 S	£16115	108	114	13
1.2 TSI 110 SE	£17235	108	114	13
1.4 TSI 125 SE	£17835	123	120	16
1.4 TSI 150 FR	£20000	148	109	20
1.8 TSI 180 FR	£22040	178	137	25
2.0 TDI CR 184 FR	£22820	181	109	26
2.0 TSI 280 Cupra	£27510	276	154	32
1.6 TDI CR 105 S	£17815	104	99	13
1.6 TDI CR 105 SE	£18935	104	99	13
2.0 TDI CR 150 SE	£20285	148	106	19
2.0 TDI CR 150 FR	£21830	148	106	19
<b>LEON 5dr estate</b> Sharp looks and handling. Back from the Golf's quality, but good value	★★★★☆			
1.2 TSI 105 S	£16675	104	114	12
1.2 TSI 105 SE	£17795	104	114	13
1.4 TSI 140 FR	£20390	138	122	18
1.4 TSI 140 SE	£18845	138	122	17
1.6 TDI 110 SE Ecomotive	£20920	108	87	14
1.6 TDI CR 105 S	£18810	104	99	13
1.6 TDI CR 105 SE	£19930	104	99	13
1.8 TSI 180 FR	£22035	178	137	25
2.0 TDI CR 150 FR	£22825	148	106	20
2.0 TDI CR 150 SE	£21280	148	106	19
2.0 TDI CR 184 FR	£23815	181	112	26
2.0 TDI 150 SE X-Perience	£24385	148	129	19
2.0 TDI 150 SE Tech X-Perience	£26370	148	129	20
2.0 TDI 184 SE Tech X-Perience	£28870	181	129	23
<b>ALTEA 5dr hatch</b> Short on interior flexibility and visibility. Well-judged drive	★★★★☆			
1.6 TDI 105 i-Tech Ecomotive	£15445	103	119	14
2.0 TDI 140 i-Tech	£16245	138	129	19
XL 1.6 TDI 105 i-Tech Ecomotiv	£16165	103	119	13
2.0 TDI 140 i-Tech	£16965	138	129	19
<b>ALHAMBRA 5dr mpv</b> Practical, refined and good value. Not exciting	★★★★☆			
2.0 TDI 140 Ecomotive S	£25630	138	146	18
2.0 TDI 140 Ecomotive SE	£27510	138	146	18
2.0 TDI 140 Ecomotive i-TECH	£28330	138	146	18
2.0 TDI 140 Eco S Lux	£30900	138	146	18
2.0 TDI 177 SE	£28750	138	152	22
2.0 TDI 177 SE Lux	£32420	138	152	22
<b>SKODA</b>				
<b>CTIOGA 3dr hatch</b> The VW Up in entry-level Skoda format	★★★★☆			
1.0 60 S	£8275	59	105	1
1.0 60 SE	£9135	59	105	1
1.0 60 Monte Carlo	£10670	59	105	2
1.0 60 GreenTech SE	£9495	59	95	1
1.0 60 GreenTech Eleg.	£10010	59	95	1
1.0 75 GreenTech Eleg.	£10400	74	98	2
<b>CTIOGA 5dr hatch</b> The VW Up in entry-level Skoda format	★★★★☆			
1.0 60 S	£8625	59	105	1
1.0 60 SE	£9485	59	105	1
1.0 60 Monte Carlo	£11020	59	105	2
1.0 60 GreenTech SE	£9845	59	95	1
1.0 60 GreenTech Eleg.	£10360	59	95	1
1.0 75 GreenTech Eleg.	£10750	74	98	2
<b>FABIA 5dr hatch</b> Straight-laced for a supermini, but as likeable an all-rounder as you'll find	★★★★☆			
1.0 60 S	£10600	59	106	2
1.0 75 S	£11460	74	108	4
1.0 75 SE	£12820	74	108	4
1.0 75 SE L	£13610	74	108	4
1.2 TSI 90 SE	£13450	89	107	8
1.2 TSI 90 SE L	£14240	89	107	8
1.2 TSI 110 S DSG	£13740	108	109	13
1.2 TSI 110 SE	£14100	108	110	12
1.2 TSI 110 SE L	£14890	108	110	12
1.4 TDI 90 S	£14090	89	93	12
1.4 TDI 90 SE	£15450	89	93	10
1.4 TDI 90 SE L	£16240	89	93	12
1.4 TDI 105 SE L	£16840	104	95	11
<b>FABIA 5dr estate</b>				
1.0 75 S	£12460	74	109	4
1.0 75 SE	£13965	74	109	3
1.0 75 SE L	£14755	74	109	3
1.2 TSI 110 S DSG	£14740	108	109	13
1.2 TSI 110 SE	£15245	108	110	12
1.2 TSI 110 SE L	£16035	108	110	12
1.4 TSI 90 SE	£14595	89	107	8
1.4 TSI 90 SE L	£15385	89	107	8
1.2 TSI 105 SE	£17985	104	97	12
1.2 TSI 105 SE L	£15090	89	94	10
1.4 TDI 90 S	£16595	89	94	10
1.4 TDI 90 SE L	£17385	89	94	11
1.6 TDI 105 SE	£17145	103	114	16
1.6 TDI 105 Eleg.	£17715	103	114	13
1.6 TDI 105 GreenLine	£17975	103	99	13
1.6 TDI 105 GreenTech SE	£17965	103	104	13
1.6 TDI 105 GreenTech SE	£17215	103	104	13
1.6 TDI 105 SE	£16015	103	114	13
1.6 TDI 105 SE	£16965	103	114	13
1.2 75 S	£13350	74	137	7
1.2 TSI 86 S	£14140	84	119	10
1.2 TSI 86 SE	£15090	84	119	10
1.2 TSI 86 GreenTech S	£14390	84	114	10
1.2 TSI 86 GreenTech SE	£15340	84	114	10
1.2 TSI 105 SE	£15790	104	125	13
1.2 TSI 105 Eleg.	£16540	104	125	13
1.2 TSI 105 GreenTech SE	£16040	104	118	13
1.2 TSI 105 GreenTech Eleg.	£16790	104	118	13
1.2 TSI 105 Sport	£15840	104	125	15
1.4 TSI 122 SE DSG	£17585	120	134	16
1.4 TSI 122 Eleg. DSG	£18335	120	134	16
1.4 TSI 122 GreenTech SE DSG	£17705	120	127	18
1.4 TSI 122 GreenTech Eleg.	£18455	120	127	18
1.6 TDI 105 S	£16590	103	114	16
1.6 TDI 105 SE	£17540	103	114	15
1.6 TDI 105 Eleg.	£18290	103	114	15
1.6 TDI 105 GreenTech SE	£17790	103	106	15
1.6 TDI 105 GreenTech Eleg.	£18540	103	106	15
<b>RAPID SPACEBACK 5dr estate</b> Estate shape makes most sense of Rapid's skinny body	★★★★☆			
1.2 TSI 105 Eleg.	£16640	104	125	14
1.2 TSI 105 GreenTech Eleg.	£16890	104	118	14
1.2 TSI 105 GreenTech SE	£16430	104	118	15
1.2 TSI 105 SE	£16180	104	125	14
1.2 TSI 86 GreenTech S	£14750	84	114	12
1.2 TSI 86 GreenTech SE	£15730	84	114	12
1.2 TSI 86 S	£14500	84	119	11
1.2 TSI 86 SE	£15480	84	119	12
1.4 TSI 122 Eleg. DSG	£18445	120	134	18
1.4 TSI 122 GreenTech SE DSG	£18105	120	127	18
1.4 TSI 122 G-Tech Eleg. DS	£18565	120	127	18
1.4 TSI 122 SE DSG	£17985	120	134	17
1.6 TDI 105 Eleg.	£18390	103	114	16
1.6 TDI 105 GreenTech Eleg.	£18640	103	106	16
1.6 TDI 105 GreenTech SE	£18180	103	106	16
1.6 TDI 105 SE	£16950	103	114	15
1.6 TDI 105 SE	£17930	103	114	16
1.6 TDI 90 GreenLine	£17355	89	99	14
1.6 TDI 90 GreenTech Eleg.	£17990	89	106	14
1.6 TDI 90 GreenTech SE	£17530	89	106	14
1.6 TDI 90 S	£16300	89	114	13
1.6 TDI 90 SE	£17280	89	114	14
1.6 TDI 90 Eleg.	£17740	89	114	14
<b>OCTAVIA 5dr hatch</b> Extended wheelbase makes the Octavia an even more practical choice	★★★★☆			
1.2 TSI 105 S Business	£19775	104	99	14
1.2 TSI 105 SE	£16525	104	114	13
1.2 TSI 105 SE	£17875	104	114	13
1.2 TSI 140 SE	£19075	138	121	18
1.4 TSI 140 Eleg.	£20775	138	121	19
1.8 TSI 180 Laurin & Klement	£26630	178	135	25
1.6 TSI 220 vRS	£23830	217	142	29
1.6 TSI 105 S	£18575	104	99	13
1.6 TSI 105 SE	£19925	104	99	13
1.6 TDI 105 Eleg.	£21625	104	99	14
1.6 TDI 110 GreenLine	£20225	108	90	15
1.6 TDI 110 SE Business GreenL	£20225	108	90	19
2.0 TDI 150 SE	£20535	148	106	19
2.0 TDI 150 SE Business	£20535	148	106	20
2.0 TDI 150 Eleg.	£22525	148	106	20
2.0 TDI 150 Laurin & Klement	£26465	148	107	22
2.0 TDI 184 vRS	£24075	181	115	26
<b>OCTAVIA 5dr estate</b> Extended wheelbase makes the Octavia an even more practical choice	★★★★☆			
1.6 TDI 105 Eleg. 4x4	£23880	104	119	14
1.6 TDI 105 SE 4x4	£22180	104	119	13
1.6 TDI 105 SE Business	£20580	104	99	13
1.6 TDI 110 GreenLine	£21425	108	90	15
1.6 TDI 110 SE Business G-line	£21425	108	90	19
2.0 TDI 150 Eleg. 4x4	£24780	148	124	20
2.0 TDI 150 SE 4x4	£23185	148	120	19
2.0 TDI 150 SE Business	£21735	148	106	19
1.2 TSI 105 S	£17330	104	117	13
1.2 TSI 105 SE	£18680	104	117	13
1.4 TSI 140 SE	£19880	138	121	18
1.4 TSI 140 Eleg.	£21580	138	121	19
1.8 TSI 180 Laurin & Klement	£27830	178	136	25
2.0 TSI 220 vRS	£25030	217	142	29
1.6 TDI 105 S	£19380	104	99	13
1.6 TDI 105 SE	£20730	104	99	13
1.6 TDI 105 Eleg.	£22430	104	99	14
2.0 TDI 150 SE	£21735	148	106	19
2.0 TDI 150 SE Scout 4x4	£25405	148	125	-
2.0 TDI 150 Eleg.	£23330	148	110	20
2.0 TDI 150 Laurin & Klement	£27665	148	107	22
2.0 TDI 150 Laurin Klement 4x4	£29115	148	122	21
2.0 TDI 184 Scout 4x4	£28200	181	129	-
2.0 TDI 184 vRS	£25275	181	117	26
<b>ROOMSTER 5dr mpv</b> Quirky looks, talented package, awkward image	★★★★☆			
1.2 S	£12105	69	143	5
1.2 SE	£13575	69	143	6
1.2 TSI 85 S	£12750	84	134	9
1.2 TSI 85 SE	£14135	84	134	9
1.4 TSI 85 Scout	£14685	84	134	9
1.2 TSI 105 S auto	£14185	104	134	12
1.2 TSI 105 SE	£14800	104	134	12
1.2 TSI 105 Scout	£15350	104	134	12
1.2 TDI 75 Greenline II	£16325	74	109	9
1.6 TDI CR 90 SE	£15415	89	124	11
1.6 TDI CR 90 Scout	£15965	89	124	11
1.6 TDI CR 105 SE	£15640	104	124	13
1.6 TDI CR 105 Scout	£16190	104	124	13
<b>YETI 5dr 4x4</b> Useful,				



Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
2.2 D-CAT 150 Excel	£26600	148	167	26
<b>AVENSIS TOURER 5dr estate</b> Nothing wrong, but nothing exceptional. Good spec	★★★★☆			
1.8 V-matic Active	£18750	145	153	17
1.8 V-matic Icon	£21350	145	153	18
1.8 V-matic Icon+	£24300	145	153	18
2.0 D-40 Active	£19745	124	120	22
2.0 D-40 Icon	£22345	124	120	22
2.0 D-40 Icon+	£25295	124	120	23
2.0 D-40 Excel	£26145	124	119	23
2.2 D-40 150 Icon	£24500	148	147	25
2.2 D-40 150 Icon+	£26300	148	147	25
2.2 D-40 150 Excel	£27150	148	149	26
2.2 D-40 150 Icon+	£24450	148	170	25
2.2 D-CAT 150 Icon+	£27405	148	170	25
2.2 D-CAT 150 Excel	£28250	148	173	26
<b>VERSO 5dr mpv</b> Ride is firm and boot space limited with all seats in use	★★★★☆			
1.6 V-matic Active Sst	£17770	130	157	13
1.6 V-matic Active Tst	£18300	130	157	13
1.6 V-matic Icon Tst	£20300	130	157	14
1.8 V-matic Icon M'Drive Tst	£18745	145	153	15
1.8 V-matic Excel M'Drive Tst	£24450	145	150	15
1.6 D-40 Active	£19990	122	119	13
1.6 D-40 Icon	£21995	122	119	14
<b>LAND CRUISER V8 5dr 4x4</b> A dinosaur, but likeable. Pricy to buy and run	★★★★☆			
£65725	286	250	48	
<b>LAND CRUISER 3dr 4x4</b> A real go-anywhere vehicle. Spongy on road	★★★★☆			
£32765	185	214	31	
<b>LAND CRUISER 5dr 4x4</b> A real go-anywhere vehicle. Spongy on road	★★★★☆			
£37015	187	213	31	
£47465	187	213	34	
£52915	187	213	38	
<b>GTR6 2dr coupé</b> A tail-ont tribute to all our favourite things. Splendid. Cheaper now, too	★★★★☆			
£23000	197	180	33	
£25000	197	180	33	
£27500	197	192	33	
£27500	197	180	34	
£25995	197	164	33	
<b>Vauxhall</b>				
<b>VIVA 5dr hatch</b> Comfortable and spacious, although class leaders are sweeter to drive	★★★★☆			
1.0 Ecoflex SE A-C	£8665	73	99	-
1.0 SE A-C	£8490	73	104	-
1.0 SE	£7995	73	104	-
1.0 Ecoflex SE	£8170	73	99	-
1.0 SL	£9495	73	104	-
<b>ADAM 3dr hatch</b> Certainly looks the part, but there are better superminis ahead of it	★★★★☆			
1.0 S-S Jam	£13630	113	114	3
1.0 S-S Glam	£15000	113	114	3
1.0 S-S Glam	£15500	113	114	3
1.0 S-S Rocks Air	£16995	113	119	3
1.2 Jam	£11630	69	124	3
1.2 Jam S-S	£11925	69	118	3
1.2 Glam	£13000	69	124	3
1.2 Glam S-S	£13295	69	118	3
1.2 Glam	£13500	69	124	3
1.2 Glam S-S	£13795	69	118	3
1.4 87 Jam	£11955	86	129	6
1.4 87 Glam	£13325	86	129	6
1.4 87 Glam	£13825	86	129	6
1.4 100 Jam	£12480	99	129	9
1.4 100 Jam S-S	£12775	99	119	9
1.4 100 Glam	£13850	99	129	9
1.4 100 Glam S-S	£14145	99	119	9
1.4 100 Glam	£14350	99	129	9
1.4 100 Glam S-S	£14645	99	119	9
1.4T 150 Grand Slam	£16995	148	139	14
<b>CORSA 3dr hatch</b> Very refined, stylish and practical. Engines not so good	★★★★☆			
1.0i 90 S-S Design	£12910	89	102	9
1.0i 90 S-S SRI	£13605	89	102	9
1.0i 90 S-S SE	£14250	89	102	9
1.0i 115 S-S Sting	£10825	113	-	12
1.0i 115 S-S Sting R	£11175	113	-	12
1.0i 115 S-S SRI VX-Line	£14640	113	-	12
1.2i 70 Life	£11080	69	126	2
1.2i 70 Sting	£9175	69	126	2
1.2i 70 Sting	£11080	69	126	2
1.2i 70 SRI	£11775	69	126	2
1.2i 70 SRI VX-Line	£12810	69	126	2
1.2i 70 SE	£12420	69	126	2
1.4i 90 Life	£11425	89	121	6
1.4i 90 Sting	£9520	89	121	-
1.4i 90 Design	£11425	89	121	-
1.4i 90 Easytronic Design	£12080	89	119	-
1.4i 90 SRI	£12120	89	121	-
1.4i 90 SRI VX-Line	£13155	89	121	-
1.4i 90 SE	£12765	89	121	-
1.4i 100 Turbo SRI	£12775	99	119	10
1.4i 100 Turbo SRI VX-Line	£13810	99	119	10
1.4i 100 Turbo SE	£13420	99	119	10
1.3i 100 S-S Life	£13330	74	99	6
1.3i 100 S-S SRI	£13330	74	99	6
1.3i 100 S-S SRI Design	£14025	74	99	6
1.3i 100 S-S SRI VX-Line	£15060	74	99	6
1.3i 100 S-S SRI	£14670	74	99	6
1.3i 100 S-S SRI	£14525	94	85	9
1.3i 100 S-S SRI VX-Line	£15560	94	85	9
1.3i 100 S-S SRI	£15170	94	85	9
<b>CORSA 5dr hatch</b> Very refined, stylish and practical. Engines not so good	★★★★☆			
1.0i 90 S-S Design	£13510	89	102	9
1.0i 90 S-S SRI	£14205	89	102	9
1.0i 90 S-S SE	£14850	89	102	9
1.0i 115 S-S Sting	£11425	113	-	12
1.0i 115 S-S SRI VX-Line	£15240	113	-	12
1.2i 70 Life	£11680	69	126	2
1.2i 70 Sting	£9775	69	126	2
1.2i 70 Design	£12745	69	126	2
1.2i 70 SRI	£12375	69	126	2
1.2i 70 SRI VX-Line	£13410	69	126	2
1.2i 70 SE	£13020	69	126	2
1.4i 90 Life	£12025	89	121	-
1.4i 90 Sting	£10120	89	121	-
1.4i 90 Design	£12025	89	121	-
1.4i 90 Easytronic Design	£12680	89	119	-
1.4i 90 SRI	£12720	89	121	-
1.4i 90 SRI VX-Line	£13755	89	121	-
1.4i 90 SE	£13365	89	121	-
1.4i 100 Turbo SRI	£13375	99	119	10
1.4i 100 Turbo SRI VX-Line	£14410	99	119	10
1.4i 100 Turbo SE	£14020	99	119	10
1.3i 100 S-S Life	£13930	74	99	6
1.3i 100 S-S SRI	£13930	74	99	6
1.3i 100 S-S SRI Design	£14625	74	99	6
1.3i 100 S-S SRI VX-Line	£15660	74	99	6
1.3i 100 S-S SRI	£15270	74	99	6
1.3i 100 S-S SRI	£15125	94	85	9
1.3i 100 S-S SRI VX-Line	£16160	94	85	9
1.3i 100 S-S SRI	£15770	94	85	9
<b>ASTRA 5dr hatch</b> Good handling, nice engines but over-geared. Focus is better	★★★★☆			
1.3i 100 S-S ecoFLEX Design	£16835	94	104	9
1.4i VVT 100 Design	£15445	99	129	9
1.4i VVT 100 Excite	£17920	99	129	9
1.4i VVT 100 Tech Line	£16770	99	129	9
1.6i 100 S-S ecoFLEX Design S-	£17735	108	97	9
1.6i 100 S-S ecoFLEX Elite S-S	£23175	108	97	9
1.6i 100 S-S ecoFLEX SRI S-S	£21740	108	97	9
1.6i 100 S-S eFLEX Tec Ln S-S	£18910	108	97	9
1.6i 100 S-S eFLEX Elite S-S	£23770	134	104	9
1.6i 100 S-S eFLEX SRI S-S	£22335	134	104	9
1.6i 100 S-S eFLEX Design S-S	£18330	134	104	9
1.6i 100 S-S eFLEX Tec Ln S-S	£19505	134	104	9
1.6i 100 S-S eFLEX Tec LnGT S-S	£19770	108	97	9
1.6i 100 S-S eFLEX Tec LnGT S-S	£20365	134	104	9
1.6i VVT 115 Design	£16160	114	147	12
1.6i VVT 115 Excite	£18635	114	147	12
1.6i VVT 115 Tech Line GT	£17610	114	147	12
1.6i VVT Tech Line	£17485	114	147	12
2.0i 100 S-S eFLEX Tech LS S-	£19995	158	119	20
2.0i 100 S-S eFLEX Tech LT S-S	£20855	158	119	21
1.4i VVT 100 SRI	£18865	99	129	9
<b>1.4T SRI</b>	£20220	138	138	17
1.6i VVT Elite	£21275	114	147	12
1.6i VVT SRI	£19580	114	147	12
2.0i 100 S-S ecoFLEX Elite S-S	£24260	158	119	21
2.0i 100 S-S ecoFLEX SRI S-S	£22825	158	119	21
2.0i 100 S-S Biturbo S-S	£24205	192	134	21
<b>ASTRA 5dr estate</b> More composed than the hatch. A very decent small estate	★★★★☆			
1.3i 100 S-S ecoFLEX Design S-S	£18200	94	109	9
1.4i VVT 100 Design	£16480	99	137	9
1.4i VVT 100 Tech Line	£17805	99	137	9
1.6i 100 S-S ecoFLEX Elite S-S	£24190	108	97	14
1.6i 100 S-S eFLEX Design S-S	£18755	108	97	14
1.6i 100 S-S eFLEX SRI S-S	£22755	108	97	14
1.6i 100 S-S eFLEX Tech Ln S-S	£19930	108	97	14
1.6i 100 S-S eFLEX Elite S-S	£24785	134	104	14
1.6i 100 S-S eFLEX Design S-S	£19350	134	104	14
1.6i 100 S-S eFLEX SRI S-S	£23350	134	104	14
1.6i 100 S-S eFLEX Tech Ln S-S	£20525	134	104	14
1.6i VVT 115 Design	£17145	114	149	12
1.6i VVT 115 Elite	£21570	118	159	16
1.6i VVT Tech Line	£22795	118	159	16
1.6i VVT SRI	£21595	120	168	25
1.6i VVT SRI	£22820	120	168	25
1.6i VVT SRI	£23780	163	149	20
1.6i VVT SRI	£25005	163	149	20
1.6i VVT SRI	£19355	163	127	20
1.6i VVT SRI	£20245	138	139	16
1.6i VVT SRI	£21070	138	139	16
1.6i VVT SRI	£21470	138	139	16
1.6i VVT SRI	£27620	276	189	35
1.6i VVT SRI	£22300	163	127	20
1.6i VVT SRI	£23525	163	127	20
1.6i VVT SRI	£24520	192	129	-
<b>CASCADA 2dr open</b> Comfortable and credible alternative to the usual ragtops	★★★★☆			
1.6T 200 200 Elite	£29510	202	168	24
1.6T 200 SE	£26615	202	168	24
1.6T 200 SRI	£24500	138	148	20
1.6T 200 SRI	£27875	138	148	21
1.6T 200 SRI	£27600	168	168	24
1.6T 200 SRI	£30495	168	168	24
1.6T 200 SRI	£26480	163	138	23
1.6T 200 SRI	£25850	163	138	23
1.6T 200 SRI	£30605	192	138	27
<b>INSIGNIA 5dr hatch</b> Nearly as good as a Mondeo. Inert steering	★★★★☆			
1.4i 140 SRI	£20394	138	123	15
1.4i 140 SRI	£24229	138	123	15
1.8i VVT Design Nav	£17679	138	164	14
1.8i VVT SRI	£19479	138	164	14
2.0i 100 S-S SRI	£19934	118	99	15
2.0i 100 S-S SRI	£24114	118	99	16
2.0i 100 S-S SRI	£21734	118	99	15
2.0i 100 S-S SRI	£21954	118	99	16
2.0i 100 S-S SRI	£18244	128	112	16
2.0i 100 S-S SRI	£19094	128	112	16
2.0i 100 S-S SRI	£21614	128	112	16
2.0i 100 S-S SRI	£20044	128	112	16
2.0i 100 S-S SRI	£20894	128	112	16
2.0i 100 S-S SRI	£21264	128	112	16
2.0i 100 S-S SRI	£21214	128	112	16
2.0i 100 S-S SRI	£20184	138	99	18
2.0i 100 S-S SRI	£24364	138	99	18
2.0i 100 S-S SRI	£21984	138	99	19
2.0i 100 S-S SRI	£23204	138	99	19
2.0i 100 S-S SRI	£22134	168	114	20
2.0i 100 S-S SRI	£25804	192	125	24
2.0i 100 S-S SRI	£28359	192	149	24
2.0i 100 S-S SRI	£24814	247	169	26
2.0i 100 S-S SRI	£23654	247	169	26
2.0i 100 S-S SRI	£30129	321	249	37
2.0i 100 S-S SRI	£17744	138	123	15
2.0i 100 S-S SRI	£18194	138	123	15
2.0i 100 S-S SRI	£21199	138	123	15
2.0i 100 S-S SRI	£19544	138	123	15
2.0i 100 S-S SRI	£19255	138	123	15
2.0i 100 S-S SRI	£20394	138	123	15
2.0i 100 S-S SRI	£23379	168	139	20
2.0i 100 S-S SRI	£16829	138	164	14
2.0i 100 S-S SRI	£20284	138	164	15
2.0i 100 S-S SRI	£18629	138	164	14
2.0i 100 S-S SRI	£22			



## AUTOCAR TOP FIVES

## Luxury

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
2.0 TSI 220 Sport	£23755	217	150	27
2.0 TDI 110	£18100	108	112	13
2.0 TDI 110 Design	£20475	108	112	13
2.0 TDI 150 Design	£21175	148	119	20
2.0 TDI 150 Sport	£22995	148	119	21
<b>BETTER 2dr open</b> Huge improvement, but Golf underneath is superior				
1.2 TSI 105	★ ★ ★ ☆	119	120	15
1.2 TSI 105 Design	★ ★ ★ ☆	126	120	15
1.4 TSI 150 Design	★ ★ ★ ☆	148	138	22
1.4 TSI 150 Sport	★ ★ ★ ☆	148	138	22
2.0 TDI 110	★ ★ ★ ☆	108	112	13
2.0 TDI 110 Design	★ ★ ★ ☆	108	112	13
2.0 TDI 150 Design	★ ★ ★ ☆	148	120	23
2.0 TDI 150 Sport	★ ★ ★ ☆	148	120	23
2.0 TSI 220 Sport	★ ★ ★ ☆	217	154	29
<b>CC 4dr saloon</b> Loses a name and adds some flair, but never compels				
1.4 TSI 160 BMT	★ ★ ★ ☆	158	144	27
2.0 TDI 177 BMT GT	★ ★ ★ ☆	177	120	27
2.0 TSI 210 GT	★ ★ ★ ☆	208	169	32
2.0 TSI 210 R-Line	★ ★ ★ ☆	208	169	32
2.0 TDI 140 BMT	★ ★ ★ ☆	138	119	23
2.0 TDI 140 BMT R-Line	★ ★ ★ ☆	138	119	23
2.0 TDI 177 BMT R-Line	★ ★ ★ ☆	177	120	28
<b>EOS 2dr cc</b> Pleasant and predictable drive. Feeling odd now				
1.4 TSI 160 Sport	★ ★ ★ ☆	158	157	24
2.0 TSI 210 Sport	★ ★ ★ ☆	208	165	30
2.0 TDI Blue Tech Sp.	★ ★ ★ ☆	138	125	23
2.0 TDI Blue Tech Exec.	★ ★ ★ ☆	138	125	23
<b>SCIROCCO 3dr coupé</b> A complete coupe.				
Entertaining, practical and stylish	★ ★ ★ ☆			
1.4 TSI 125	★ ★ ★ ☆	123	125	22
1.4 TSI 125 GT	★ ★ ★ ☆	123	125	22
2.0 TSI 180	★ ★ ★ ☆	178	142	31
2.0 TSI 220 GT	★ ★ ★ ☆	212	142	37
2.0 TSI 220 R-Line	★ ★ ★ ☆	212	142	37
2.0 TSI 280 R	★ ★ ★ ☆	276	187	42
2.0 TDI 150	★ ★ ★ ☆	148	109	22
2.0 TDI 150 GT	★ ★ ★ ☆	148	109	22
2.0 TDI 150 R-Line	★ ★ ★ ☆	148	109	22
2.0 TDI 184 GT	★ ★ ★ ☆	181	115	31
2.0 TDI 184 R-Line	★ ★ ★ ☆	181	115	31
<b>PASSAT 4dr saloon</b> Supremely well-executed family-sized prospect				
1.6 TDI 120 S	★ ★ ★ ☆	118	105	15
1.6 TDI 120 SE	★ ★ ★ ☆	118	105	15
1.6 TDI 120 SE Business	★ ★ ★ ☆	118	105	15
1.6 TDI 120 GT	★ ★ ★ ☆	118	109	13
2.0 TDI 150 S	★ ★ ★ ☆	148	106	21
2.0 TDI 150 SE	★ ★ ★ ☆	148	106	21
2.0 TDI 150 SE Business	★ ★ ★ ☆	148	106	21
2.0 TDI 150 GT	★ ★ ★ ☆	148	109	19
2.0 TDI 150 R-Line	★ ★ ★ ☆	148	109	19
2.0 TDI SCR 190 GT	★ ★ ★ ☆	187	107	22
2.0 TDI SCR 190 R-Line	★ ★ ★ ☆	187	107	22
2.0 TDI 240 BITDI SCR GT	★ ★ ★ ☆	237	139	28
2.0 TDI 240 BITDI SCR R-Line	★ ★ ★ ☆	237	139	28
<b>PASSAT 5dr estate</b> Supremely well-executed family-sized prospect				
1.6 TDI 120 GT	★ ★ ★ ☆	118	110	13
1.6 TDI 120 S	★ ★ ★ ☆	118	107	15
1.6 TDI 120 SE	★ ★ ★ ☆	118	107	15
1.6 TDI 120 SE Business	★ ★ ★ ☆	118	107	15
2.0 TDI 150 GT	★ ★ ★ ☆	148	110	12
2.0 TDI 150 R-Line	★ ★ ★ ☆	148	110	12
2.0 TDI 150 S	★ ★ ★ ☆	148	110	12
2.0 TDI 150 SE	★ ★ ★ ☆	148	107	19
2.0 TDI 150 SE Business	★ ★ ★ ☆	148	107	19
2.0 TDI 190 SCR GT	★ ★ ★ ☆	187	110	23
2.0 TDI 190 SCR R-Line	★ ★ ★ ☆	187	110	23
2.0 TDI 240 BITDI SCR GT	★ ★ ★ ☆	237	140	28
2.0 TDI 240 BITDI SCR R-Line	★ ★ ★ ☆	237	140	28
<b>PHAEON 4dr saloon</b> Big VW feels old now, and struggles to justify its price				
3.0 V6 TDI 240 SWB	★ ★ ★ ☆	236	224	45
3.0 V6 TDI 240 LWB	★ ★ ★ ☆	236	224	45
<b>TOURAN 5dr mpv</b> Good chassis but little inspiration.				
Bland appearance	★ ★ ★ ☆			
2.0 TDI 177 Sport	★ ★ ★ ☆	177	150	24
1.2 TSI 105 S	★ ★ ★ ☆	119	149	12
1.4 TSI 140 SE	★ ★ ★ ☆	138	159	18
1.6 TDI 105 Blue Tech S	★ ★ ★ ☆	104	121	14
1.6 TDI 105 Blue Tech SE	★ ★ ★ ☆	104	121	14
2.0 TDI 140 Blue Tech SE	★ ★ ★ ☆	138	127	19
2.0 TDI 140 Blue Tech Sp.	★ ★ ★ ☆	138	127	19
<b>SHARAN 5dr mpv</b> Refined, flexible big MPV. Seat version is cheaper				
2.0 TDI 177 SE	★ ★ ★ ☆	177	152	23
2.0 TDI 177 SEL	★ ★ ★ ☆	177	152	23
1.4 TSI 150 S	★ ★ ★ ☆	148	167	16
1.4 TSI 150 SE	★ ★ ★ ☆	148	167	16
2.0 TSI 200 SEL DSG	★ ★ ★ ☆	197	198	25
2.0 TDI 115 S	★ ★ ★ ☆	113	146	14
2.0 TDI 140 S	★ ★ ★ ☆	138	146	18
2.0 TDI 140 SE	★ ★ ★ ☆	138	146	18
2.0 TDI 140 SEL	★ ★ ★ ☆	138	146	18
2.0 TDI 140 Exec	★ ★ ★ ☆	138	146	18
<b>TIGUAN 5dr 4x4</b> Dull but capable soft roader. Pricey.				
but good ride and handling	★ ★ ★ ☆			
1.4 TSI 160 BMT Match 2WD	★ ★ ★ ☆	158	156	21
2.0 TDI 140 BMT Match 2WD	★ ★ ★ ☆	158	178	21
2.0 TDI 140 BMT Match 4WD	★ ★ ★ ☆	158	178	21
2.0 TDI 140 BMT Match 4WD	★ ★ ★ ☆	158	178	21
2.0 TDI 177 BMT Match 4WD	★ ★ ★ ☆	177	151	23
2.0 TSI 180 Match 4WD	★ ★ ★ ☆	178	198	24
1.4 TSI 160 Blue Tech S	★ ★ ★ ☆	158	156	18
1.4 TSI 160 S 4WD	★ ★ ★ ☆	158	178	18
2.0 TSI 210 R-line 4WD	★ ★ ★ ☆	208	199	22
2.0 TDI 110 BMT S 2WD	★ ★ ★ ☆	109	138	14
2.0 TDI 140 BMT S 2WD	★ ★ ★ ☆	138	138	14
2.0 TDI 140 BMT S 4WD	★ ★ ★ ☆	138	150	17
2.0 TDI 140 BMT Escape 4WD	★ ★ ★ ☆	138	150	17
2.0 TDI 140 BMT R-line 4WD	★ ★ ★ ☆	138	150	17
2.0 TDI 140 BMT R-line 4WD	★ ★ ★ ☆	138	150	17
2.0 TDI 177 BMT R-line 4WD	★ ★ ★ ☆	177	151	23
<b>TOUAREG 5dr 4x4</b> Good value, and a great blend of comfort and deftness				
★ ★ ★ ☆				
3.0 V6 TDI 204 SE	★ ★ ★ ☆	204	173	39
3.0 V6 TDI 204 R-line	★ ★ ★ ☆	204	173	40
3.0 V6 TDI 262 SE	★ ★ ★ ☆	258	174	42
3.0 V6 TDI 262 R-line	★ ★ ★ ☆	258	174	42
3.0 V6 TDI 262 Executive	★ ★ ★ ☆	258	180	42
<b>CARAVELLE 5dr mpv</b> Rugged workhorse to carry people				
★ ★ ★ ☆				
2.0 TDI 140 SE SWB	★ ★ ★ ☆	138	189	25
2.0 TDI 140 SE 4MOT. SWB	★ ★ ★ ☆	138	206	26
2.0 TDI 140 SE LWB	★ ★ ★ ☆	138	206	26
2.0 TDI 140 Exec SWB	★ ★ ★ ☆	138	206	26
2.0 TDI 140 Exec. 4MOT. SWB	★ ★ ★ ☆	138	206	26
2.0 BITDI 180 SE SWB	★ ★ ★ ☆	177	192	29
2.0 BITDI 180 SE 4MOT. SWB	★ ★ ★ ☆	177	208	31
2.0 BITDI 180 SE LWB	★ ★ ★ ☆	177	192	29
2.0 BITDI 180 Exec SWB	★ ★ ★ ☆	177	192	29
2.0 BITDI 180 Exec DSG	★ ★ ★ ☆	177	192	29
2.0 BITDI 180 Business SWB DSG	★ ★ ★ ☆	177	214	38
2.0 BITDI 180 Bus. 4MOT. SWB DSG	★ ★ ★ ☆	177	232	39
2.0 BITDI 180 Exec. 4MOT. SWB	★ ★ ★ ☆	177	208	31

## VOLVO

V40 5dr hatch New hatchback adds Swedish flavour to stock Ford platform

★ ★ ★ ☆

1.6 T2 120 ES

1.6 T2 120 ES Nav

1.6 T2 120 SE

1.6 T2 120 SE Nav

1.6 T2 120 SE Lux Nav

1.6 T2 120 R-Design

1.6 T2 120 R-Design Nav

1.6 T3 150 ES

1.6 T3 150 ES Nav

1.6 T3 150 SE

1.6 T3 150 SE Nav

1.6 T3 150 SE Lux Nav

1.6 T3 150 R-Design

1.6 T3 150 R-Design Nav

1.6 T4 180 SE Lux Nav

1.6 T4 180 R-Design Lux Nav

1.6 T4 180 C-Country Lux Nav

2.5 T5 254 C-Ctry Lux Nav AWD

1.6 D2 115 ES

1.6 D2 115 ES Nav

1.6 D2 115 SE

1.6 D2 115 SE Lux Nav

1.6 D2 115 R-Design

1.6 D2 115 R-Design Nav

1.6 D2 115 R-Design Lux Nav

1.6 D2 115 C-Country SE

1.6 D2 115 C-Country SE Nav

1.6 D2 115 C-Country Lux

1.6 D2 115 C-Country Lux Nav

2.0 D3 150 SE

2.0 D3 150 SE Nav

## FRANKFURT SHOW STARS

Including

Porsche's Tesla rival

Radical Nissan Z 4x4

Next Mercedes GLS

Full model line-up revealed

Official pics, prices, specs

Jan Callum exclusive

New Audi A4 Vertigo

New Mercedes C-Class

New BMW 3 Series

New Jaguar F-Pace

New Audi A4 Vertigo

New Mercedes C-Class

New BMW 3 Series

New Jaguar F-Pace

New Audi A4 Vertigo

New Mercedes C-Class

New BMW 3 Series

New Jaguar F-Pace

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New Jaguar F-Pace

New Audi A4 Vertigo

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## ROAD TEST RESULTS

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mpg test/fouring	Weight (kg)	TEST DATE
<b>LOTUS</b>												
ELISE 2dr roadster ★★★★★	127	6.7	21.1	7.1	14.3	2.9	134	118	24.7	39/42	900	26.5.10
EVORA 2dr coupé ★★★★★	162	5.4	13.0	4.7	8.2	2.3	276	258	27.8	24/33	1382	26.8.09
Evora S 2+0	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
EXIGES 2dr coupé ★★★★★	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13
Exige S	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14

<b>MASERATI</b>												
GRANTURISMO 2dr coupé ★★★★★	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27	1975	2.2.08
GRANCABRIO 2dr open ★★★★★	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10
4.7 V8	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10
Ghibli 4dr saloon ★★★★★	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14
Diesel	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14

<b>MAZDA</b>												
2.5dr hatch ★★★★★	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050	22.4.15
1.5 SkyV-G SE	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
3.5dr hatch ★★★★★	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
2.2 SE-L	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
5.5dr MPV ★★★★★	111	12.5	-	13.4	11.1	2.9	113	199	31.3	35/40	1555	16.2.11
1.6D Sport	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13
6.4dr saloon/5dr estate ★★★★★	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13
2.2 Sport Nav	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12
MX-5 2dr open ★★★★★	127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49	1050	2.9.15
1.5 SE-L Nav	110	10.3	34.7	10.3	10.3	-	104	199	34.8	59/60	1275	22.7.15
1.5D SE-L Nav	110	10.3	34.7	10.3	10.3	-	104	199	34.8	59/60	1275	22.7.15
CX-5 5dr hatch ★★★★★	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12
2.2 Sport Nav	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12

<b>MCLAREN</b>												
650S 2dr coupé/roadster ★★★★★	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13
3.8 V8 Spider	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13
P1 2dr coupé ★★★★★	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/-	-	7.5.14
P1	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/-	-	7.5.14

<b>MERCEDES-AMG</b>												
C63 4dr saloon ★★★★★	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15
C63	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15
GT 2dr coupé ★★★★★	193	3.6	7.8	2.8	5.5	2.5	503	479	34.7	20/29	1715	29.7.15
S	193	3.6	7.8	2.8	5.5	2.5	503	479	34.7	20/29	1715	29.7.15

MERCEDES-BENZ												
A-CLASS 5dr hatch ★★★★★												
A200 CDI Sport	130	8.9	28.3	9.0	10.1	2.5	134	221	37.1	48/58	1475	7.11.12
A45 AMG	168	4.2	11.5	4.3	4.5	2.8	355	322	38.1	27/37	1555	14.8.13
B-CLASS 5dr MPV ★★★★★												
B200 CDI Sport	130	9.4	28.8	9.6	11.9	2.7	134	221	37.8	20/52	1495	29.2.12
C-CLASS 4dr ★★★★★												
C63 AMG Black 186	400	9.2	3.3	7.5	2.66	510	457	37.2	15/25	1775	5.9.12	
NEW C-CLASS 4dr ★★★★★												
C220 BlueTEC	145	8.1	22.9	8.1	11.7	2.8	168	295	42.4	41/51	1700	23.7.14
CLA 4dr coupé ★★★★★												
220 CDI Sport	143	8.3	23.1	8.0	4.8	2.9	168	258	37.3	44/54	1525	26.6.13
SLK 2dr cc ★★★★★												
SLK 200	149	7.5	18.9	7.0	9.9	2.8	181	184	31.3	30/41	1485	27.7.11
E-CLASS 4dr saloon/5dr estate/2dr convertible ★★★★★												
E250 CDI auto	149	7.7	20.3	7.4	*4.4	2.9	201	367	34.8	36/42	1780	24.6.09
E350 CDI estate	149	6.9	19.2	6.9	*4.0	2.9	228	398	38.9	29/36	1995	17.2.10
E250 G63 cab	155	7.4	19.6	7.5	4.5	2.4	201	229	30.0	26/36	1745	14.4.10
CLS 4dr coupé/5dr estate ★★★★★												
350 BlueEFF.	155	6.5	16.0	5.7	*3.3	2.5	302	273	37.6	29/38	1775	13.4.11
350 CDI S/Brake 155	150	7.0	18.5	6.4	*3.8	2.9	261	457	39.6	36/43	1980	9.1.13
S-CLASS 4dr saloon/2dr coupé ★★★★★												
S350 BlueTEC	155	7.3	19.0	6.8	*3.9	2.7	255	457	45.6	34/44	1975	16.10.13
S63 AMG coupé	155	4.5	9.6	3.4	6.8	2.7	577	664	42.8	22/25	2070	3.12.14
GLA 5dr 4x4 ★★★★★												
220 CDI SE	134	8.1	23.8	7.8	4.7	2.65	168	258	36.4	40/48	1535	14.5.14
M-CLASS 5dr 4x4 ★★★★★												
ML 250	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12
GL 5dr 4x4 ★★★★★												
GL350 AMG Spt 137	155	4.3	9.9	3.6	6.5	2.6	255	457	37.7	28/33	2455	24.7.13
SL 2dr convertible ★★★★★												
SL500	155	4.3	9.9	3.6	6.5	2.7	429	516	39.6	10/24	1815	8.8.12
SL63 AMG	155	4.6	10.4	3.8	8.7	2.5	518	465	34.3	17/21	2000	7.5.08
SL65 Black	200	4.2	8.5	3.0	6.0	2.5	661	737	37.4	16/22	1880	8.4.09

<b>MG</b>												
3.5dr hatch ★★★★★	108	11.4	41.5	11.6	19.6	2.8	105	101	22.2	37/41	1150	25.12.13
1.5 3Form Spt	120	8.8	25.8	9.2	11	2.8	158	159	28	29/37	1525	11.5.11
6.5dr hatch ★★★★★	120	8.8	25.8	9.2	11	2.8	158	159	28	29/37	1525	11.5.11
1.8 T	120	8.8	25.8	9.2	11	2.8	158	159	28	29/37	1525	11.5.11

<b>MINI</b>												
MINI 3dr hatch ★★★★★	146	6.9	17.1	5.9	6.7	2.5	189	221	26.4	35/54	1235	2.4.14
Cooper S	150	6.6	14.9	5.2	5.6	2.4	215	192	23.6	34/45	1160	20.2.13
JCW GP	150	6.6	14.9	5.2	5.6	2.4	215	192	23.6	34/45	1160	20.2.13
COUNTRYMAN 5dr hatch ★★★★★	115	11.1	-	11.5	16.1	2.6	110	199	34.8	39/43	1475	29.9.10
Cooper D All4	115	11.1	-	11.5	16.1	2.6	110	199	34.8	39/43	1475	29.9.10
COUPE 2dr coupé ★★★★★	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11
JCW	149	7.2	17.0	6.0	6.0	2.8	208	207	23.9	33/46	1230	26.10.11
ROADSTER 2dr convertible ★★★★★	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12
Cooper S	141	8.1	19.9	7.3	8.0	2.5	182	177	23.7	33/45	1260	9.5.12

<b>MINI</b>												
ASX 5dr hatch ★★★★★	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10
1.8 DiD 3	124	10.0	28.8	10.1	8.6	2.8	148	221	29.6	49/57	1490	21.7.10
OUTLANDER 5dr 4x4 ★★★★★	118	10.2	32.9	10.1	11.1	3.07	147	265	34.7	38/45	1675	27.3.13
2.2 DiD GX5	106	10.0	30.5	9.5	6.2	3.0	200	245	-	44/38	1810	16.4.14
PEV GX4s	106	10.0	30.5	9.5	6.2	3.0	200	245	-	44/38	1810	16.4.14

<b>MORGAN</b>												
PLUS 8 2dr convertible ★★★★★	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12
4.8 V8	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12
3 WHEELER 2dr convertible ★★★★★	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12
3 Wheeler	115	8.0	29.9	7.7	5.1	3.56	80	103	21.3	30/-	520	6.6.12

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MICRA 5dr hatch ★★★★★	105	11.6	-	12.3	18.7	3.0	79	81	22.6	45/53	1002	19.1.11
1.2 Tekna	105	11.6	-	12.3	18.7	3.						



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AFA 9	6 BPR	5 DFP	1 ESB	3 FMW	5 GRJ	HN 4	1 KCE	87 LA	1 LSO	1 NFB	6 PLS	7 RLL	1 SWR	1 VCH	1 WGL
1 AFO	1 BTP 1	3 DGK	2 ESD	1 FNB	1 GRU	1 HNS	1 KCK	1 LAR	LSP 9	1 NGM 1	4 PLT	1 RMO	1 TIO 2	1 VCM	1 WGP
4 AFP	1 BU	1 DJV 1	5 ESG	1 FNJ	1 GTA	1 HO	1 KCN 1	1 LBK	LSG 6	1 NGN	1 PNB 1	1 RLY	1 TBC	1 VDW	1 WHM
1 AFT 1	1 BVM	1 DKV	6 ESH	1 FNT	1 GUD	4 HPS	1 KCO	7 LCD	1 LSV	1 NHD	1 PNJ	1 RNF	1 TBN	1 VDP	1 WJE
1 AHT	1 BW 2	3 DME	1 ESO	49 FP	1 GWD 1	5 HPM	5 KCP	4 LCE	1 LTG	1 NLE	1 PNP 1	1 RNG	1 TCF	1 VEB	2 WJT
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A00 1	CA 1	1 DYB	1 ETK	1 FPN	HA 1	69 HR	1 KCY	5 LDA	1 LUW	1 NMG	1 PPN 1	1 RNS 3	1 TCL 5	1 VEJ	1 WKP 1
1 ARN	1 CBR 1	1 E 67	1 ETV	1 FRW	1 HBC	4 HRG	4 KDA	3 LDJ	1 LVS	1 NMO	1 PPS 5	1 RO	1 TCR	VG 48	1 WLE
9 ASJ	1 CBS 7	4 EAL	1 EV	1 FUD	1 HBI	1 HSO	1 KDB	1 LDS 9	1 LWF	4 NMR	1 PPW 3	1 ROX	1 TCR	1 VGR 1	1 WLG 1
1 ATW	6 CCA	1 EAS	1 EVH	1 FV 25	1 HCD	1 HTA	1 KDC	6 LEC	1 LWP	1 NNF 1	1 PR 7	1 RPO	3 TDD	34 VJ	1 WMG 6
6 AVR	1 CCF	1 EBR	1 EWG	1 FVS	1 HCE	1 HTH	1 KDO	1 LEL 1	1 LZ 1	1 NOG	6 PSA	6 RPP	3 TDW	1 VJF 8	1 WNA
AY 6	1 CCK	1 EBT 1	2 EWM	1 FWF	1 HCE	1 HTP	1 KEK	1 LFG	9 MBG	1 NPD	3 PSK	RRD 4	1 TEU 1	1 VKF	1 WNS 1
B 90	7 CDK	1 EBY	1 EWR	1 FWJ	1 HCK	5 HV	1 KFK 1	1 LFO	1 MBG	7 NRC	79 PT	1 RSE 6	1 TFE	1 VLL	1 WOJ 1
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1 BDO	7 CLE	1 EF 2	1 FCP	1 GDO	1 HEO	1 JFO	1 KJG 1	1 LHR	1 MJY 1	1 NVA	6 RBR	1 SBV	1 TKF	1 VRG	1 WSK
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5 BJN	1 CVD	1 EJI 1	1 FHG	1 GG 7	1 HGT	1 JRK	1 KLP	34 LN	1 MVH	1 OSJ 1	1 RFV	1 SHG	1 TTK	1 WCP	1 YGR 1
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1 BJJ 1	1 DBG 1	1 EMT	70 FJ	1 GHH	1 HHP	1 JU	1 KNR	1 LPD	4 MWJ	1 PBH	9 RHC	1 SKT 1	1 TWM	1 WDW	1 YJS 1
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1 BKJ	1 DCN 1	1 ENF	1 FJK	1 GJY	1 HJE	1 JVS	1 KOE	2 LRD	32 N	1 PCD	1 RHV	5 SRK	1 TY 6	1 WDR	1 YR
1 BKN	1 DCR	1 ENH	1 FJP	98 GK	6 HVG	1 JVK	9 KPM	5 LRJ	1 NBA	5 PCJ	1 RJD	1 SNP	1 UDS 1	1 WDT	1 YSB
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3 BLR	2 DNG	8 EPC	1 FKT	1 GMLJ	1 HJW	1 JWH	1 KPH	2 LRR	4 NCT	2 PFC	5 PKC	1 SRR	1 UL	1 WEG	1 YY



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# The beginning of MOT tests

## 16 September 1960



**T**he 'Ministry of Transport' hasn't existed since it was merged with the Department for the Environment in 1970, re-emerging as the Department of Transport in 1976, but that hasn't prevented the majority of us from continuing to refer to 'the MOT test'.

The testing scheme was established by the ministry in 1960 to offer a quick and cheap way of finding out whether the brakes, steering and lights of a vehicle were in order or in need of adjustment.

On Monday 12 September of that year, "the official scheme for testing cars, motorcycles, smaller goods vehicles and hackney carriages came into force when 12,500 garages throughout the country began to operate the scheme," Autocar wrote at the time.

Initially, the test was referred to as the '10-year test', because it was aimed at the large number of vehicles of that age on Britain's roads, thought to number more than 1.5 million at the time.

The test was obligatory for vehicles that had been registered more than 10 years ago. However, Autocar reported: "It is hoped that vehicles which are less than 10 years old will also be submitted

**The fee for a test was 15 shillings (75 pence) for cars, including one shilling for a pass certificate, which was not charged if it failed**

for examination. In time the scheme will be extended to younger vehicles."

The fee for a test was 15 shillings (75 pence) for cars, including one shilling for a pass certificate, which was not charged if the vehicle failed the test. A retest at a reduced fee was made if, within 14 days of failure, the car was taken for test after repair, or submitted to an authorised examiner for repair and retest.

Autocar tried to dispel concerns that this was a government tactic to rid the roads of ageing vehicles: "Requirements of the test are not new or onerous, and any vehicle that has been properly constructed and reasonably maintained should pass without difficulty. It is not

the purpose of the test to drive older vehicles off the roads simply because of their age; if they fail the test it will be because they are not roadworthy – and in many cases actually unsafe.

"The test is concerned only with brakes, steering gear, lighting equipment and reflectors; defects in other respects will not disqualify unless they have a direct effect on brakes or steering, or unless the tester feels they involve risk of accident or damage in driving the vehicle."

Although most testing stations were at commercial garages, the Ministry of Transport had its own testing station at Hendon, north London, and about 70 others were run by municipalities.

Even from the start, though, there were plans afoot to increase the scope and rigour of the test. Autocar wrote: "In due course, issue of a licence to a vehicle 10 or more years old will be made conditional on production of a test certificate. If at the appropriate time a car is not licensed, the owner will be enabled to take his vehicle over public roads for test at a station, within a reasonable distance, at which an appointment has been made."

**AUTOCAR**

The original car magazine, published since 1895 'in the interests of the mechanically propelled road carriage'

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